



EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.
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1818

CITY ENGINEER'S OFFICE

INDEXED

to page # 71

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

INDEX

Page

2-7 X Sect Alley Block 4 Teratto
8 Sealer Garbage Dept. Foot of 8th Ave
9-13 X-Sect. Alley - Blk. 1 - Watkins + Biddles

19 X sec 39th & V. Blvd to IMP Ave

49-53 - X-Sect. Imperial - 46th to 47th

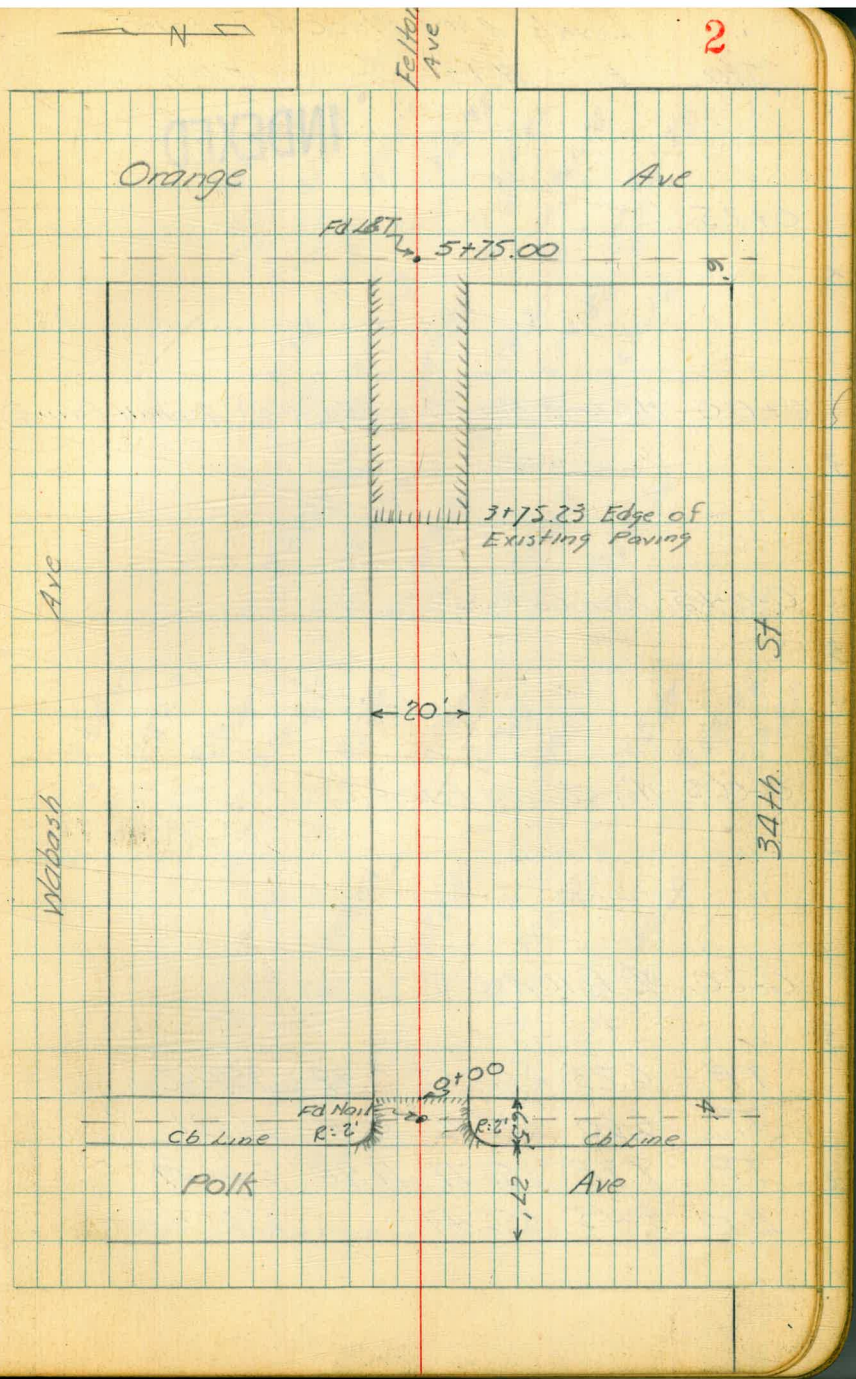
54-72 Bacon St Storm Drain West Point house to
Newport

72-79 Add Notes to above //

1

12.22.47 X Sect. Alley Block 4 Teratta
Hendricks Between Wabash Ave. & 34th St.
Johnson Polk to Orange
Becker
W.O. #31280

INDEXED
WK
DEC 20 1948



INDEXED

0+25

0+00 No. Line Polk Ave. (Edge of Asphalt Paving)

0-045 End. Cb Ret.

0-065 No. Cb Line Polk Ave

0-20 ♀ Polk Ave.

TP	6.23	365.65	0.49	359.40
TP.	6.60	359.91	0.46	353.31
TP.	9.28	353.77	11.98	344.49
B.M	3.43	356.47		353.04

360.15
55
17

360.15
55
10

360.55
51
8

360.75
49
4

360.95
48
7

361.25
39
10

361.75
39
15

359.43
622
10
Cb

359.33
630
10
Gut

359.38
627
4
Gut

359.31
634
10
Cb

359.80
585
10
Cb

360.12
553

359.32
633
10
Cb

358.99
606
10
Gut

359.18
647
10
Gut

359.63
602
10
Cb

360.02
563
10
Cb

358.05
760
50
Cb

357.51
814
50
Gut

359.29
641
12
Cb

358.76
689
12
Gut

358.81
684
10
BC Ret.

359.05
660
10
BC Ret.

359.45
680
10
Gut

359.59
606
12
Cb

360.08
557
12
Gut

360.46
519
50
Cb

360.97
468
50
Cb

357.25
840
50

358.50
765
10

358.82
683
10

359.99
666
10

360.19
546
50

365.65

W. Cb at Prop. Line in Alley

SEB.P. 32nd & Polk

Sta + H.I - Elev

1+26.5 & Garage 153 Lt & Conc. Floor

1+15.5 & Garage 153 Lt & Conc. Floor

1+01 Beg Board Fence 10° Rt of &

1+00 End Double garage 12° Rt of &

0+80 Beg Double garage 13.2 Rt of & Dirt Fl.

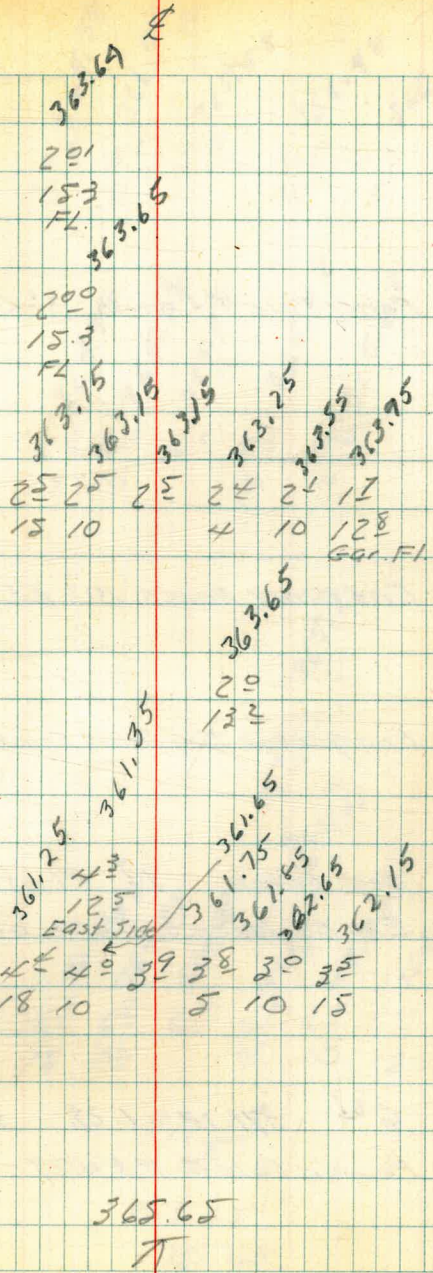
0+61.5 Power Pole # PA-4111 8' Lt of & ^{inside} Edge

0+60 Beg. garage Entrance to South Dirt Floor

0+50

0+40 Dead Man to Pole 9.6 Lt. &

365.65
↑



Sta. + H.I. - Elev.

2+50

2+49 Power Pole PA #4143 8' Lt. of R

2+00

1+88 End Board Fence 10° Rt. of R

1+71 End garage Beg Board Fence 10° Rt. of R

1+51 Beg. Garage 97° Rt. of R Entrance to gar. from East

1+51 End Board Fence 10° Rt. of R

1+50

TP. 681 371.18 1.28 364.37

1+48 Power Pole # PA. 4127 8' Lt. of R

365.65

365.58
52
20
366.08
51
10
365.58
52
10
366.98
47
10
366.58
48
15
5

367.98
67
18
365.08
61
10
365.08
61
10
365.48
57
10
365.68
54
14

365.2

599
10

Conc Fl

365.01

67

97

Conc Fl

364.28

69

64

64

64

64

64

64

64

64

64

64

64

64

64

64

64

64

64

64

367.18
67
15
367.38
68
10
364.28
69
4
364.28
69
4
362.78
64
10
364.78
64
15

371.18
T

365.65
T

Sta. + H.I. - Elev.

4+00

3+75.23 Beg. Exist. Conc. Paving.

3+50

3+505 Power Pole # PA-4163 7.8 Lt. of L

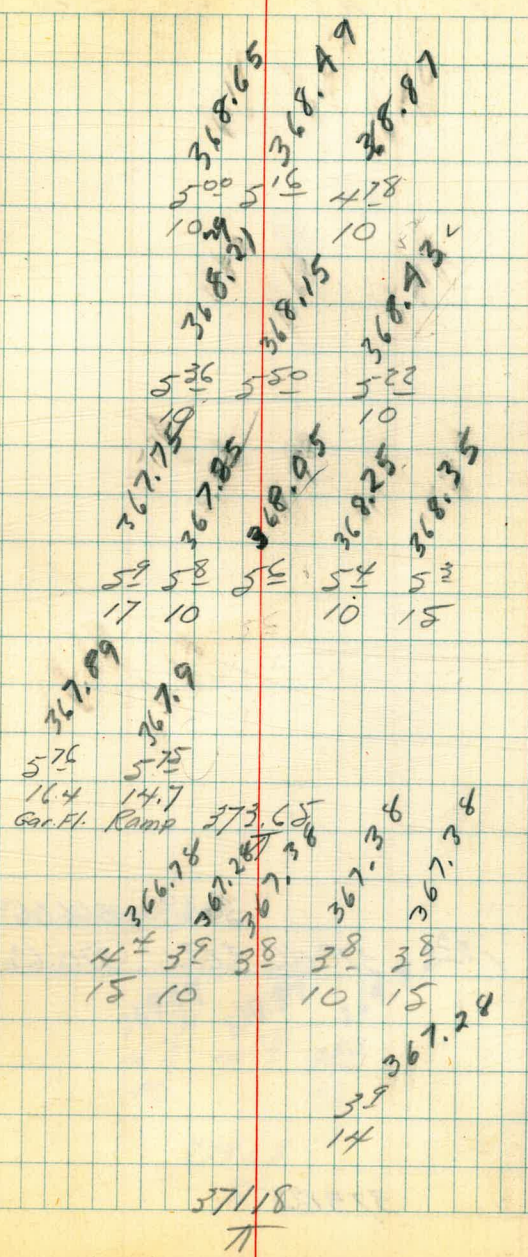
3+44 L garage 16.4 Lt. of L

T.P. 5.8² 373.65 336 367.82

3+00

2+88 L garage 14 Lt L dirt Floor

371.18



Sta + H1 - Eley

\$

7

B.M		5.80	366.66	366.66
TP.	183	372.46	3.02	370.62

4450

37365

N.W. BP 33rd & Orange

W. Eb. on 3rd sidewalk line opp. 5771

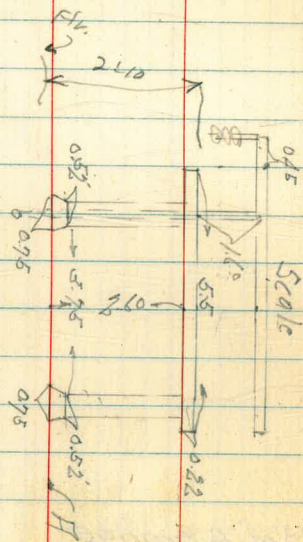
369.49	369.31	369.82
415	428	383
10		10

37365
TT

City Scales Foot of 8th Flr.
Garbage Department

INDEXED
MAR 8 1948

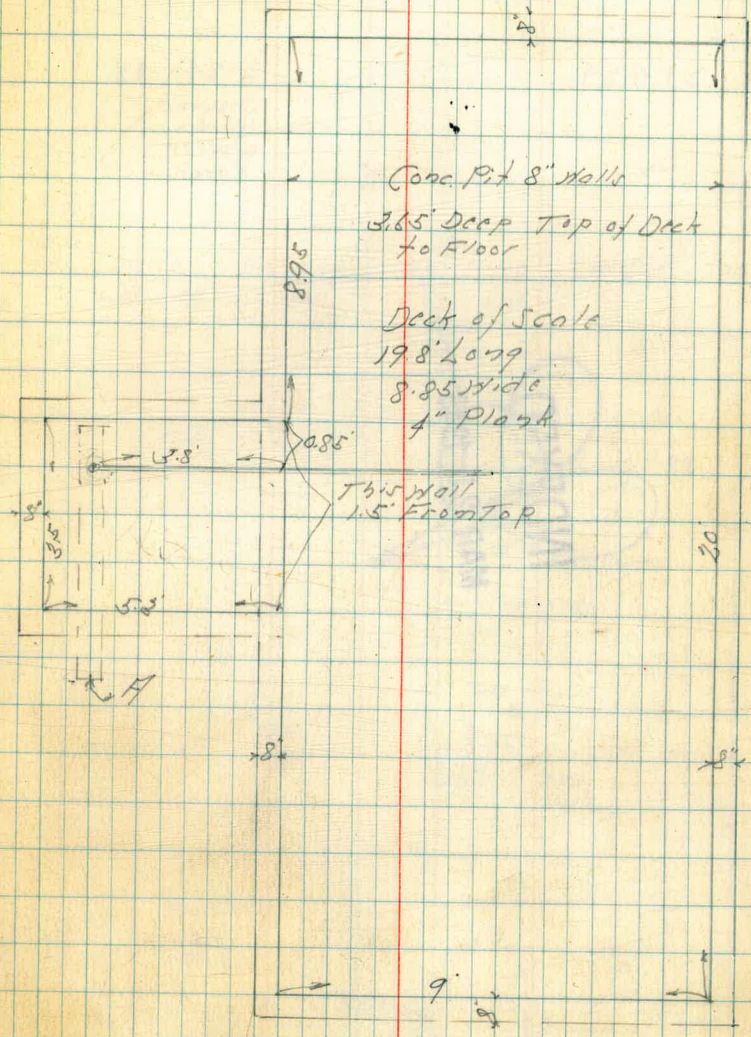
18851 Pat. 7-26-71
40000# Cap.
Shop #2830A
Fairbanks. On Present Scale.



March 5-48
S. No 7
Sizzly
File 7
Johnson
W.O. 60147

5005

8



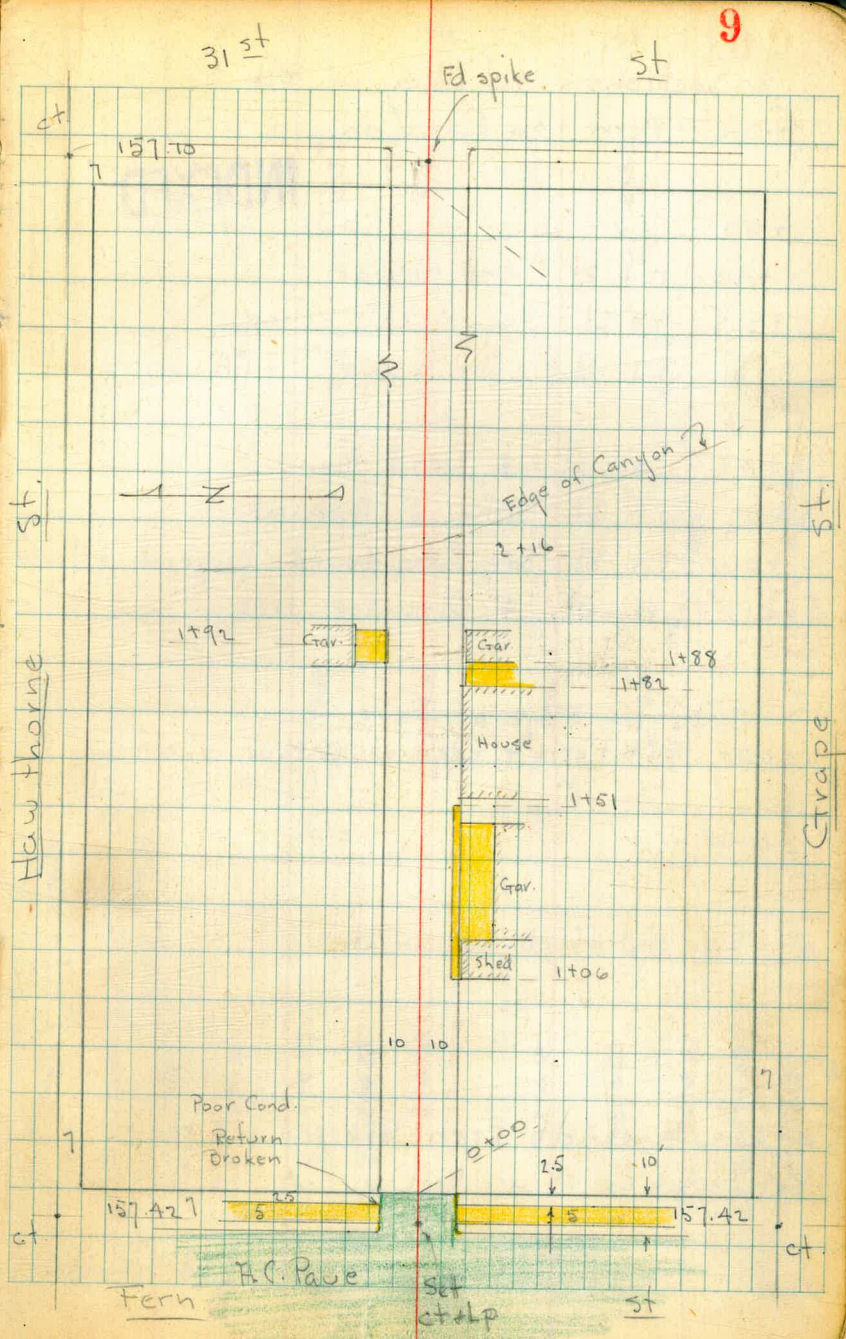
X-Sect. 20' Alley in Block 1 -
 Watkins + Biddles - Sub.
 Orig. Notes - 1534 - P. 35

1776
 W.O. 31454

3-24-48
 Osborne
 Hardin
 Worrell
 Rorer

Sect. from Fern to Canyon only

INDEXED
 MAR 25 1948



T.P. 3.02 275.41 7.12 272.39

1+40

1+27 - 8.5 Lt. = Sly. P. pole - # P.A. 3033

1+16 = 10.6 Rt. = end Gar. + 19.3 Rt. = Beg. ^{Car.} Gar.

10.6 Rt. = end of shed + Beg. Gar. - Conc. floor

1+06 - 8.4 Rt. = Beg. Conc. apron to 4 Car. Gar. - Conc. floor

1+00 - 10.7 Rt. = Beg. shed - Conc. floor

0+98 - 9.4 Lt. = end of Conc. apron

0+89.5 = 9.7 Rt. = end of Conc. apron

Conc. floor

0+81.5 - 9.6 Lt. = Beg. Conc. apron to Doub. Gar.

0+80 - 10 Lt. = end fence

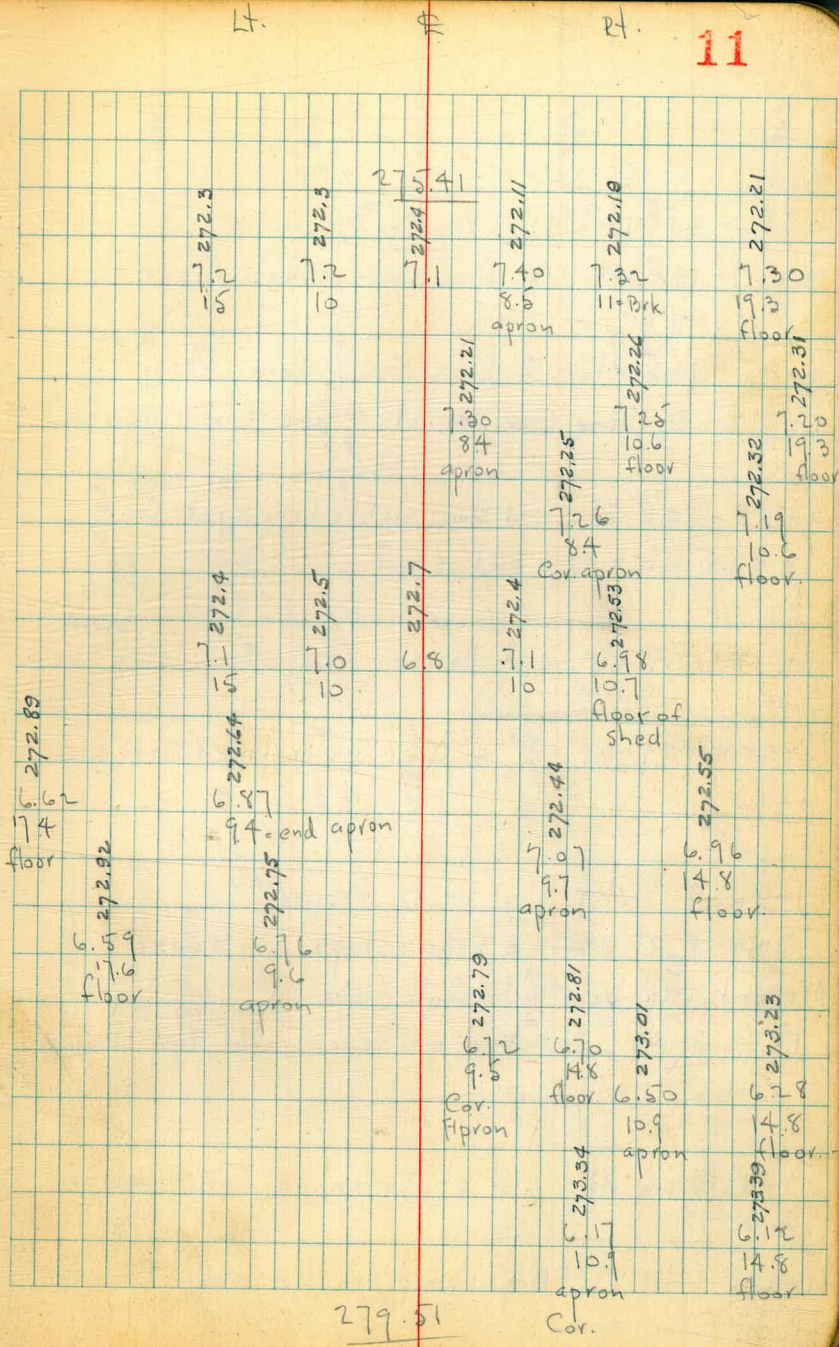
0+71 - 9.5 Rt. = Beg. Jog in apron

0+68 - 10.9 Rt. = Brk in apron

0+51 - 14 Lt. = end picket + beg. board fence

Conc. floors

0+50.5 - 10.9 Rt. = Beg. Conc. Apron to 4 Garages



279.51

2+16

2+16-8.1 Lt. = Sly. P. pole # - None

2+07-15.7 Rt. = # Sing Gar. - Conc. floor

1+95-10.5 Rt. = # Sing Gar. - Conc. floor

1+92 = # Sing. Gar. on Lt. - Conc. floor + apron

1+88-10.5 Rt. = end Conc. slab + fence at Gar.

1+83.5-12.2 Lt. = end shed.

House and Gar.

1+82-10.4 Rt. = end House + Beg. Conc. slab - bet. +fence

and Nly.

1+80.5-9.9 Rt. = # 4" C.I. Sewer line (Vert.) along House

1+80-

1+76-9' Lt. = Sly. of 12" Pepper

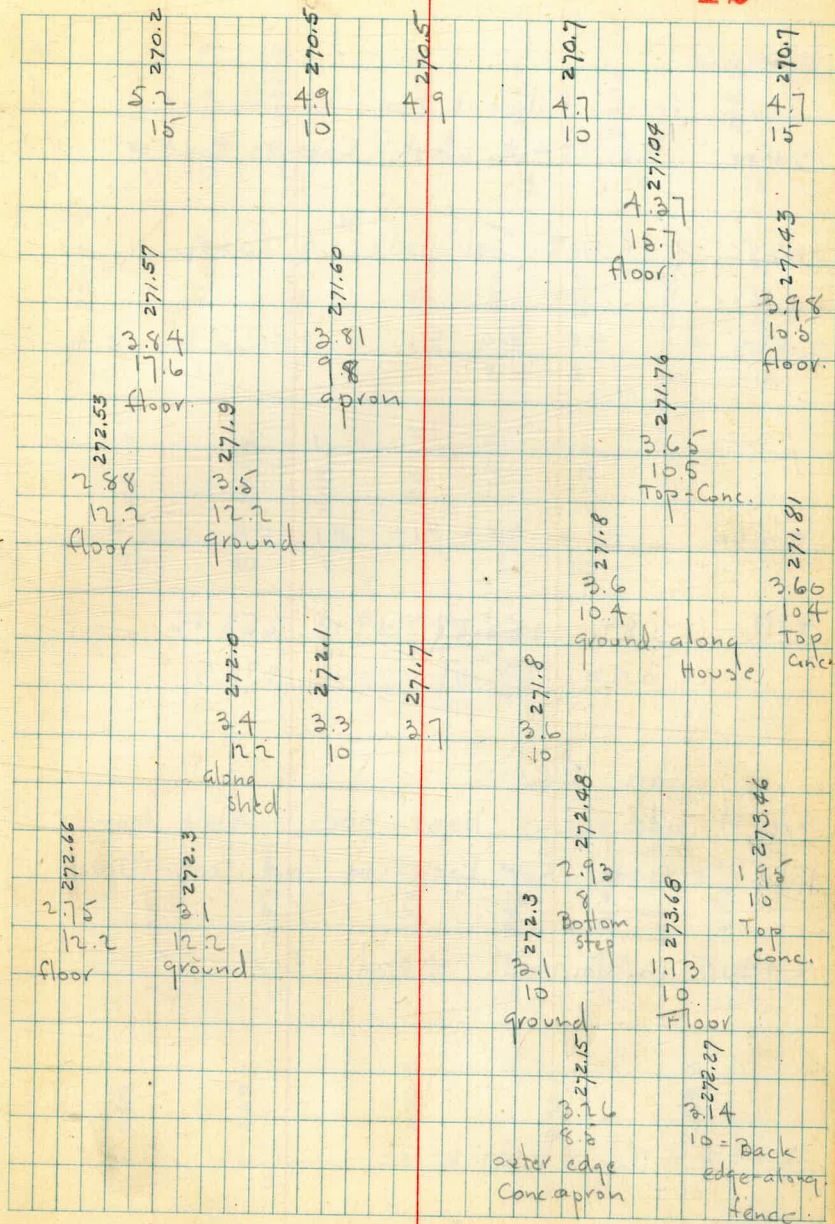
1+59-8 Rt. = # 2.5 Conc steps to House

1+59-12.2 Lt. = Beg. Shed. - Conc. floor. Conc. found.

1+52.5-10' Rt. = end of fence and Beg. House

1+51-8.5 Rt. = end of Exten. of Conc. apron

1+47.5-9.9 Rt. = Beg. board fence - behind exten. of Conc. apron



275.41

from Culvert on Hawthorne
 3+00 - 75' Lt = Wash - Carries water

2+88 - 9' Lt = Tel. pole # A 3069

2+85'

2+60

T.P. 1.82 255.28 19.13 253.46
 0.20 272.59 272.39 T.P. P. - 11

on South.
 North side seems best loc. - High bank
 Add Sections for location of Prop. Drain

2+40 - in Canyon = end.

2+20 - Top of Bank

Station	Top of Bank	Wash	Other	Sum	Other	Sum
2+20	6269.1 - 0.0	250.8 20	4.5	255.3	1.8	257.1
2+40	6269.3 - 0.1	260.7 10	4.6	264.3	1.9	266.2
2+60	6270.3 - 1.1	251.4 3	3.9	255.3	1.8	257.1
2+85'	6270.4 - 0.0	253.5 2	1.8	255.3	2.0	257.3
2+88	6248.4 - 0.9	248.8 0.5	0.5	249.3	0.4	249.7
				255.28		
				275.41		

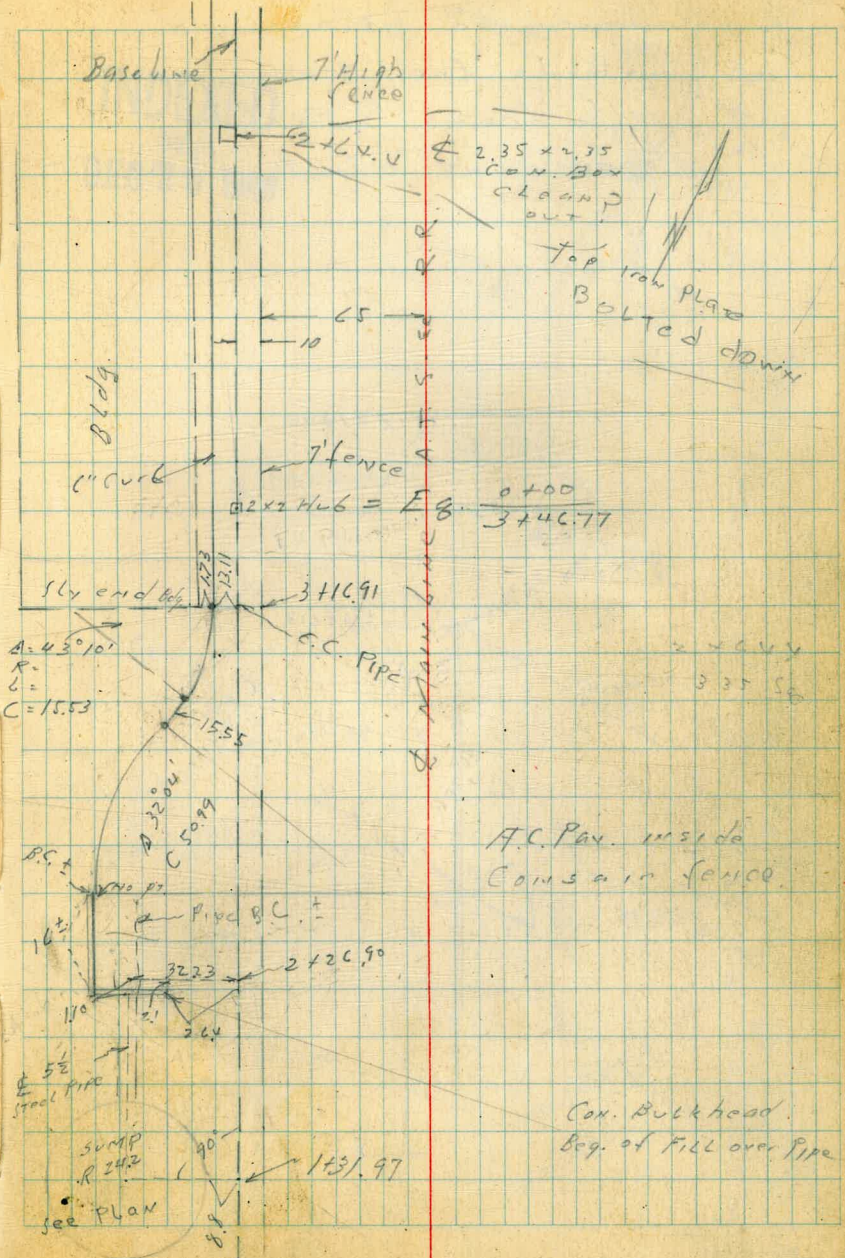
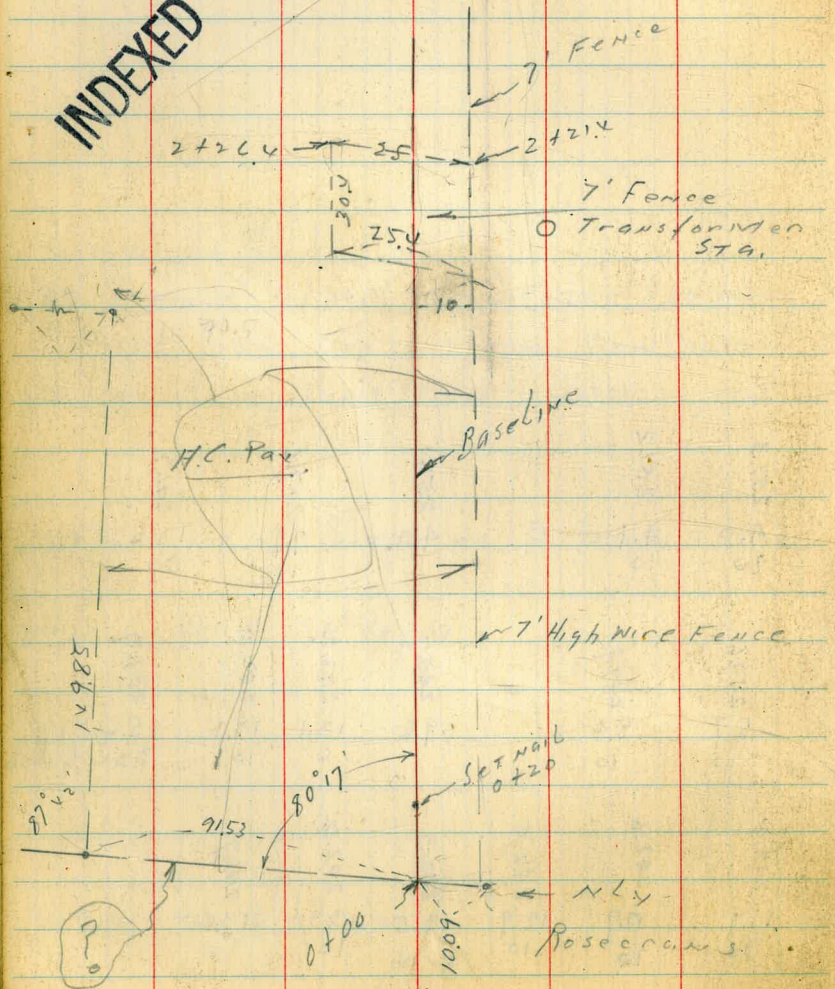
Consolidation Bulb
STORM DRAIN
NO 21035

Moore
Boggy
Lyonville
SUNDT
12-17-47

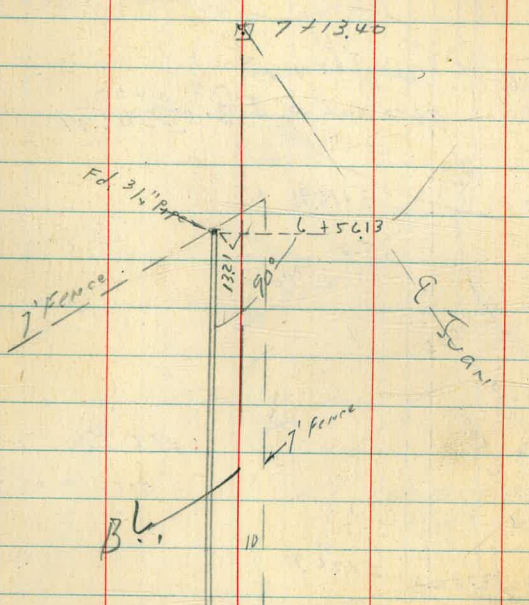
(see PLAN)

• = Fd. Cop. disks L.S. 2317
ON 3 1/4" PIPES

INDEXED

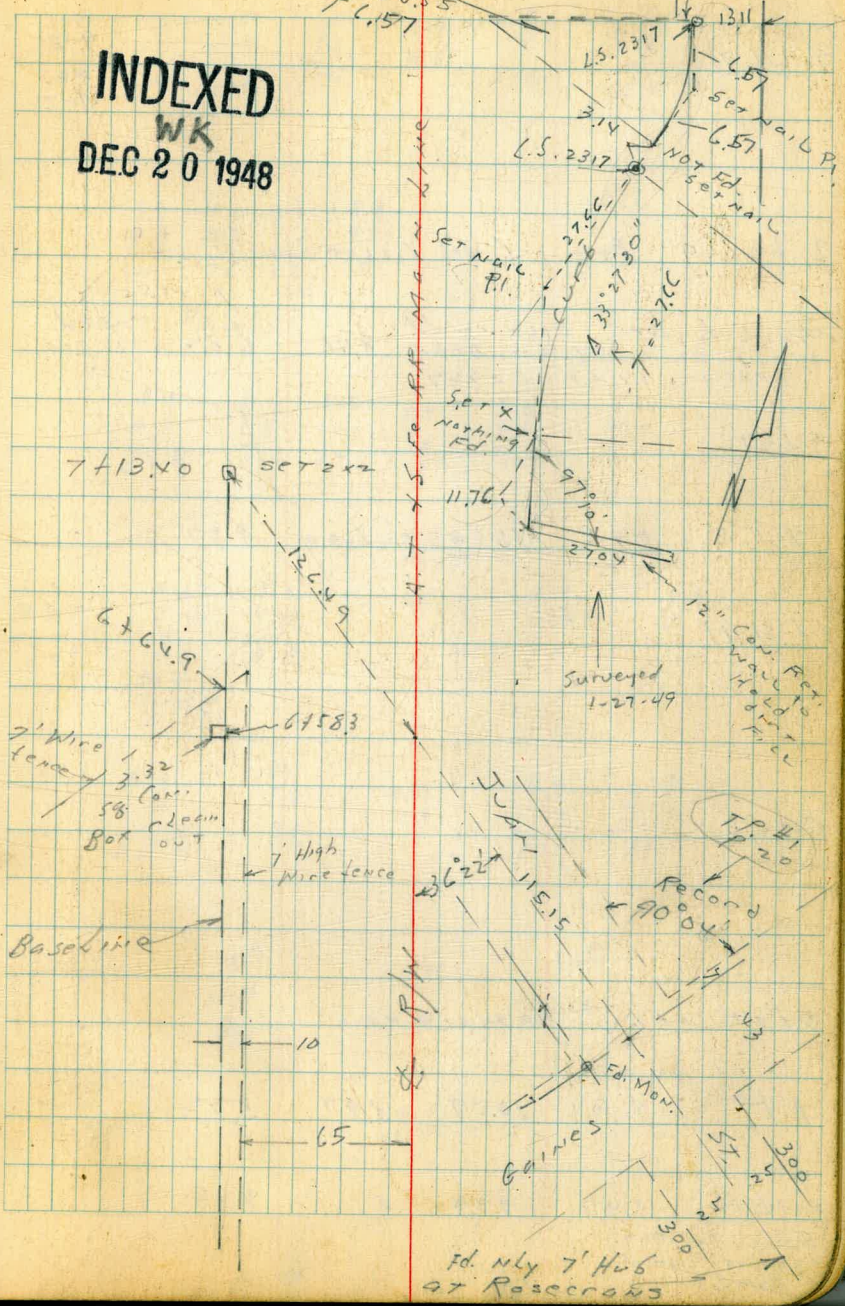


Survey for Location &
Levels for Storm Drain
wly from S. Fe' RR
Rosecrans Nly to Juan St



A. 35°58'
C.G.L.R. 20.55
T.L. 1.57

INDEXED
WK
DEC 20 1948



Fd. Nly 7' Hub
at Rosecrans

2+63

$$\begin{array}{r} 5.7 \\ 9.8 \\ \hline 40 \\ 9.7 \end{array}$$

2+269 Beg. of oil fill over Pipe

check to B.M. Bolt in W. side of Cen. Blvd. 8.71 6.82 Mkd. EL. 7.01
 approx. 44 L of 2+27

2+21

T.P. 596 1553 1.00 9.57

1+31.97

0+63

0+00 N. Ly. Rosecrans.

T.P. 4.84 10.57 2.99 5.73

B.M.B.F. 547 972 4.25

N. & W. Cor. Ret.
 Company and
 Pacific

8.6.

17

6.2	10.5	10.5	6.0	5.9	6.1	5.7
9.3	5.0	5.0	9.5	9.6	9.4	9.8
39	30.	19	12		10.	15
06						

5.7	10.6	10.5	5.8
9.8	4.9	5.0	9.7
44	38	27	19
	1	oil	
	W. end	Bulkhead	

5.7	8.7	5.5	5.7	5.6	5.1
9.8	6.8	10.0	9.8	9.9	10.4
524	322	27		10	15
	TOP	PIPE			

5.7	9.67	5.7	5.5	5.8	5.4
4.9 ±	0.90	4.9	5.1	4.8	5.2
80 ±	33	8.8		18	15
	TOP	SUMP			
	grate				

5.7	5.2	5.7	5.9	5.4
4.9	5.4	4.9	4.7	5.2
88 ±	36		10	15

5.7	6.2	6.0
4.9	4.4	4.6
91		10

10.57

6166,3 ± Sec on Fence Line

6158,3

5

T.P. 3.59 15.20 3.92 11.61

2164

0700
314677 = E8.

311691

15.53

L+

B.C.

R 18

7.5	7.92	10.2	10.3	10.2	10.0	9.0
7.7	7.28	5.0	4.9	5.0	5.2	6.7
9.7	N end	8		7	14	18
	curb					

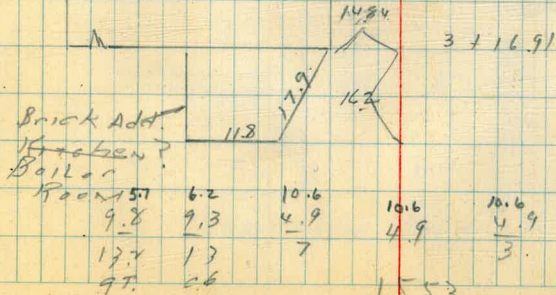
11.1
4.1
0.3
top Bay.

6.8	7.3	10.5	10.5	10.5	8.5	7.6
8.4	7.9	4.7	4.7	4.7	6.7	7.1
14	13	6	1	5.5	10	14
9.7	6.6					

15.20

6.28	6.76	10.6	11.5	10.7	10.5	8.5	6.0
9.25	8.72	4.9	11.0	11.8	5.0	7.0	9.5
14	13	6	1.7	0.12	5.5	10	13
	6.6		7.0				
			C.O.				

Consolidated
Block



39th Street

Ocean Blvd
to Imperial

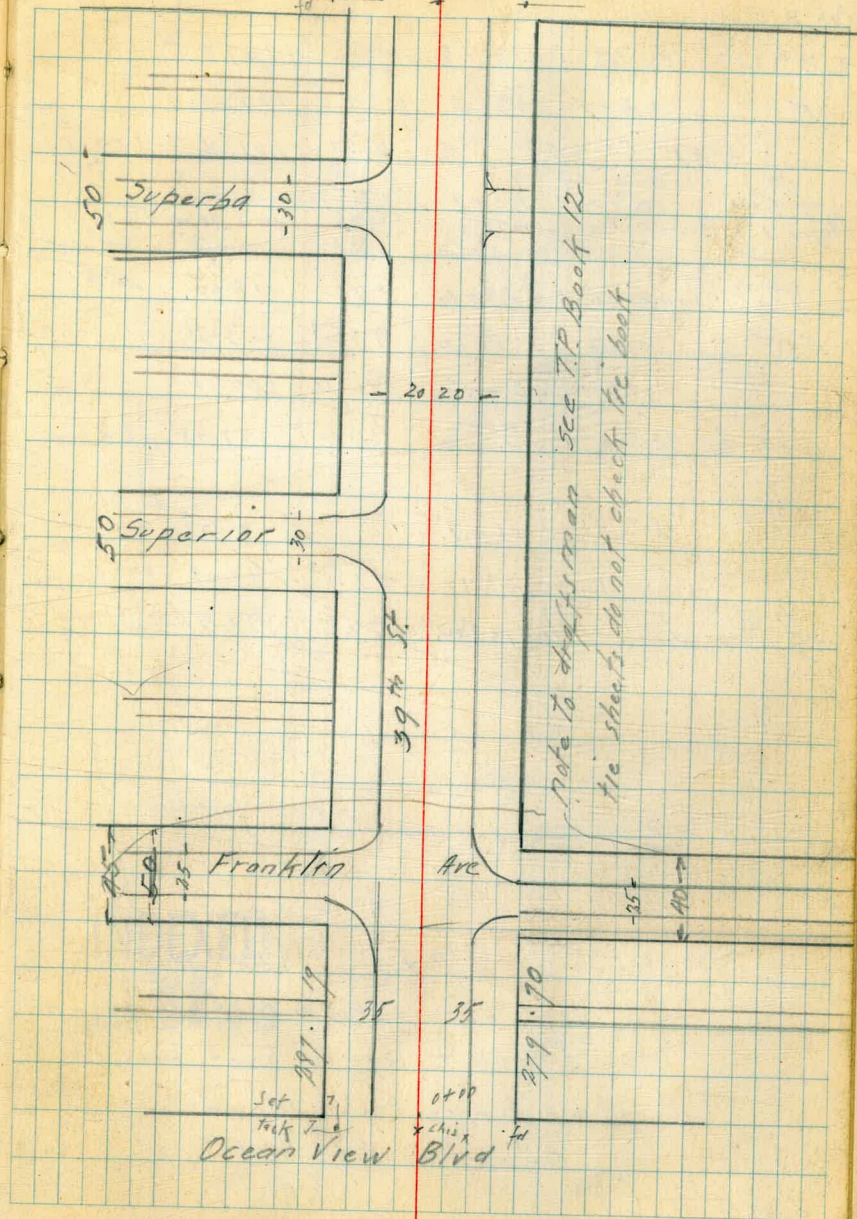
Moore Sick
Begg
Sherman
Bunaty

W/O 31455

INDEXED
WIK
'JAN 24 1949

Imperial ^{set steel nail 2d ct}

19



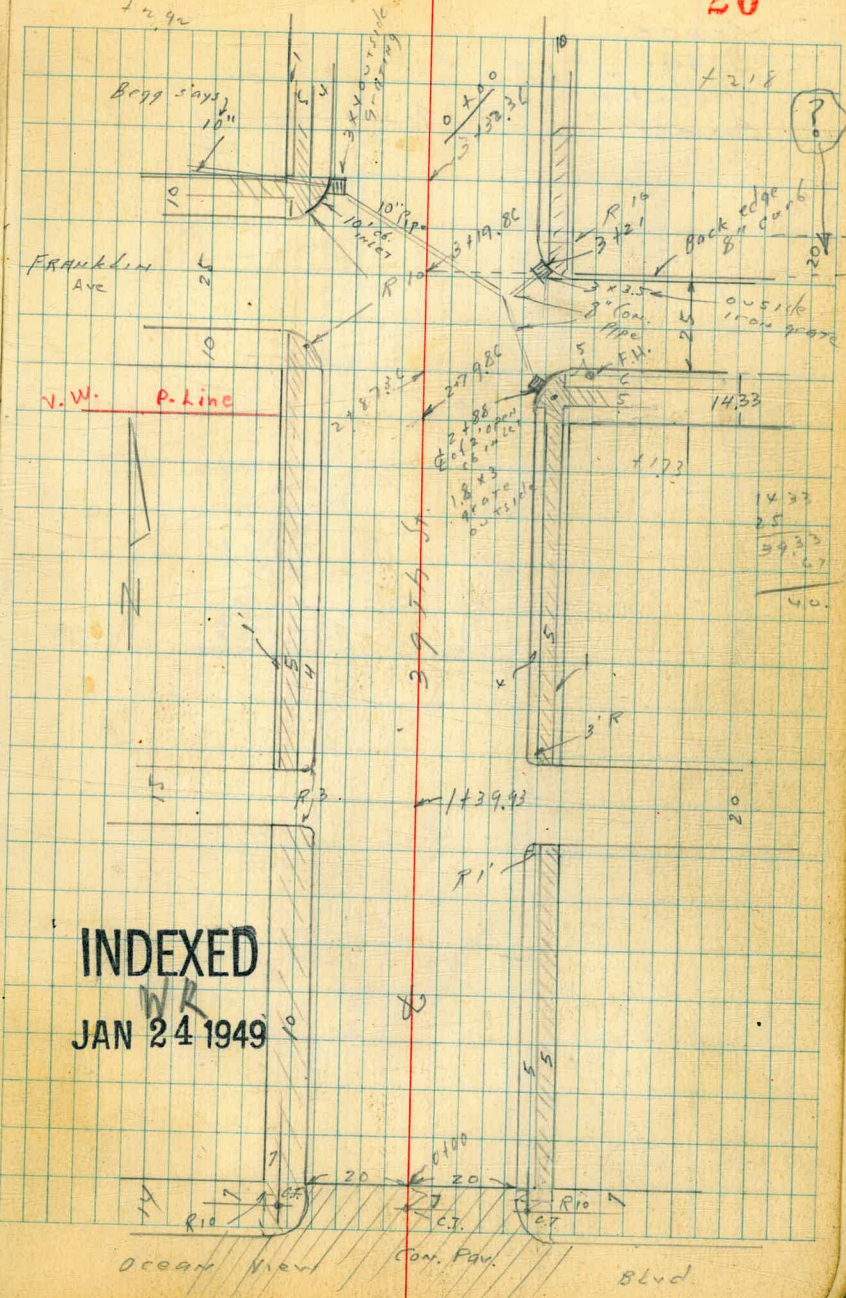
B.M. Levels
For 39th

NW B.P. O.V. 73 Blvd #39th	2.39	112.68	11029	✓
T.P.	3.81	105.10	1139	10129
check to 8P Church stop FRANKLIN + 39th	3.86	101.24	10143	✓
T.P.	10.64	114.49	1.25	10385
SW 7 th C.T. Superior + 39th	10.55	103.94		118.38
T.P.	9.03	123.11	0.41	114.08
SE B.P. Imperial + 39th	4.71	118.40		118.38
T.P.	0.16	113.74	9.55	113.51
T.P.	1.73	102.35	13.10	100.64
check to SE Top FH. Imperial	4.42	97.93	98.58	
	3.74	101.27	97.93	
T.P.	4.91	103.40	2.78	98.49
SE. Southblock + Imp. Ave.	5.43	97.97		

(B.M. troubles)

(B.M. 10143) was used
by me on XSEC of Superior
St 38th to 39th but now
I may have been wrong.
See FR 1780-18 to 26

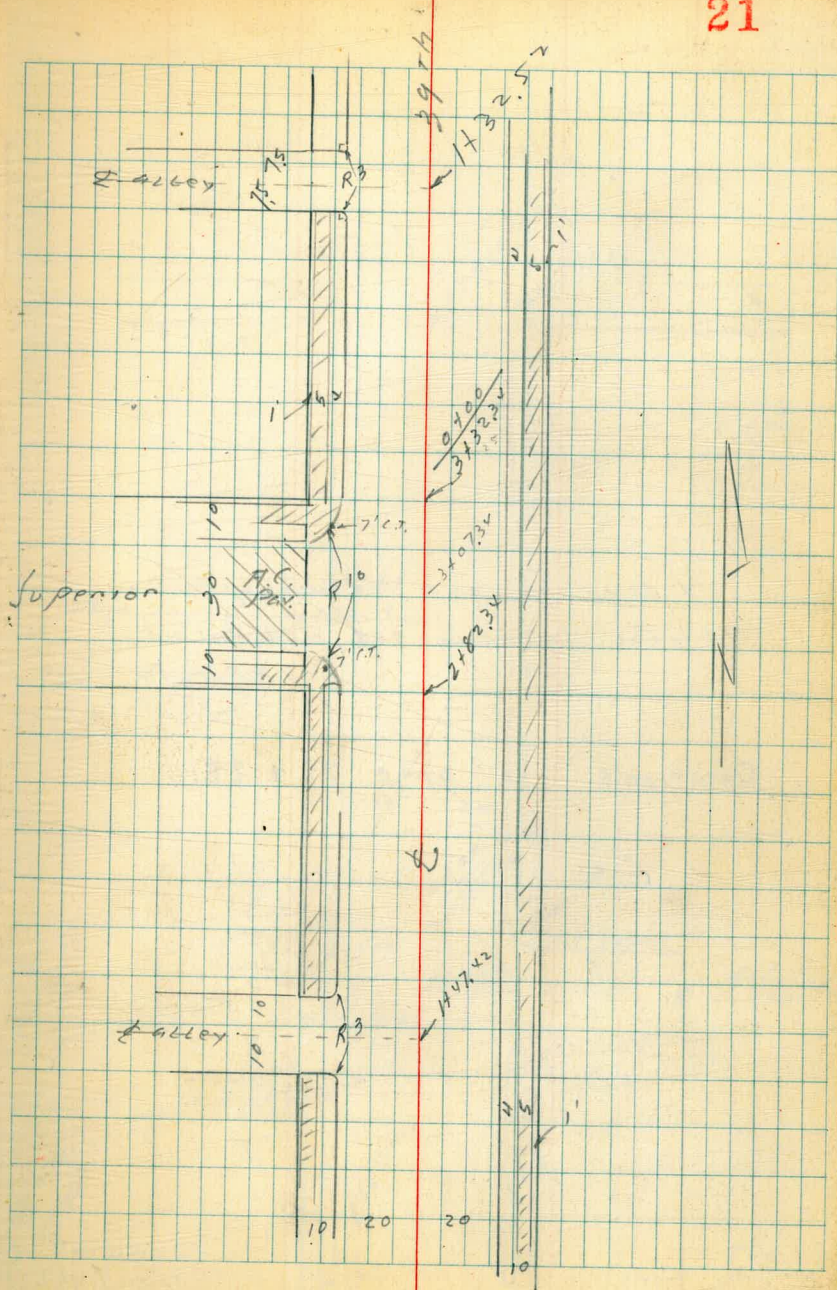
Catch Basin at or abt



INDEXED
WR
JAN 24 1949

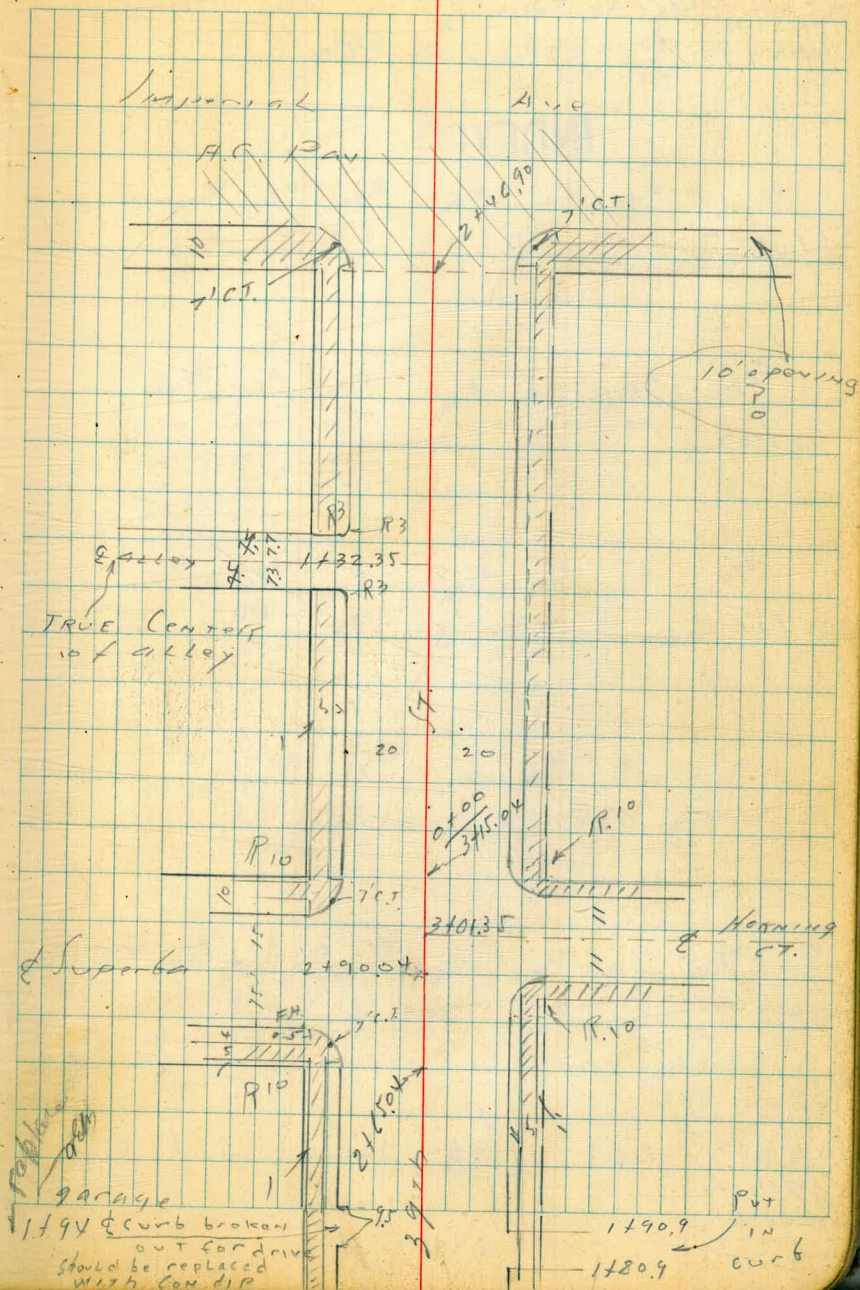
Moore
Beag
Sherman
Bunch

1-19-49-



I don't believe rebuilding
 these Returns are warranted
 ESM

Questions on page 24 + 28.



Levels on 3974 St.

Ocean View Blvd. to IMP. Ave.

1+29.93 SL alley to Pr

INDEXED

1/100

0/50

0/14

0+00 NL Ocean View Blvd.

0-14

NWBP 201 112.30
3974 +
Ocean View Dr.

110.29

6

8

7

105.82 6.48 20 66	105.20 7.1 20	105.3 7.0 10	105.3 7.0 10	105.3 7.3 20	105.0 6.57 20 66	105.79 6.4 30	23 105.9 6.30 66	106.0 6.30 66		
106.76 5.54 20	105.9 6.4 20	106.3 6.0 10	106.4 5.9	106.3 6.0 10	105.9 6.4 20	106.76 5.54 20				
108.56 3.74 20 66	107.9 6.4 20	108.3 6.0 10	108.3 6.0	108.1 5.2 10	107.8 6.5 20	108.40 3.90 66				
109.68 2.62 20 66	109.1 3.2 20	109.5 2.8 10	109.4 2.9	109.3 3.0 10	109.0 3.3 20	109.54 2.7 40 66				
110.13 2.12 20 66	109.40 2.82 20	109.86 2.44 10	110.02 2.28	109.80 2.50 10	109.49 2.81 20	110.10 2.20 66				
109.33 2.97 50	108.57 3.73 50	110.29 2.01 30	109.50 2.80 30	109.77 2.53 20	110.03 2.27 10	110.15 2.15	110.01 2.29 10	109.74 2.56 20	109.54 2.76 30	110.15 2.15 30
										108.82 3.48 50 66
										109.32 2.98 50 66

112.30

2+00

bet. Ocean View + Franklin

1+55 E 8' wide drive thru curb

1+4993 N L alley on Rt

1+4743 N L alley to Lt

1+3993 E alleys

1+3243 S L alley on Lt

112.30

Lt

Rt

Rt 24

103.44

8.86

20

102.8

9.5

20

103.1

9.2

10

103.2

9.1

10

102.8

9.5

10

102.8

9.5

20

104.19

8.11

20

103.59

7.1

8.71

V.W.

105.24

7.06

29

Walk

105.06

7.24

24

Walk

104.52

7.78

20

dr

105.28

7.02

20

54

104.6

7.7

20

104.6

7.7

10

104.6

7.7

10

104.7

7.0

10

104.5

7.8

20

105.24

7.06

20

105.3

7.0

30

105.42

6.85

30

66

105.52

6.78

30

66

105.4

6.9

30

105.30

7.00

20

66

104.8

7.5

20

104.7

7.0

10

104.7

7.0

10

104.7

7.0

10

104.6

7.7

20

105.1

7.1

30

107.4

4.9

60

105.4

6.9

30

104.8

7.5

20

104.9

7.4

10

104.9

7.4

20

105.0

7.3

10

104.9

7.4

20

105.0

7.3

30

106.8

5.5

100

106.08

6.22

30

66

105.6

6.7

30

105.80

6.50

20

66

105.2

7.1

20

105.2

7.1

10

105.2

7.1

10

105.2

7.1

10

105.0

7.3

20

105.6

6.7

30

112.30

2 + 97.36 ob line to Lt

2 + 94.19 S ob to Rt

2 + 87.36 SL Franklin to Lt

T.P. 531 105.78 11.83 100.47

2 + 79.84 SL Franklin to Rt

2 + 50

2 + 22 8' drive thru ob

11230

97.32	96.7	100.42	99.6	99.8	100.6	100.9	100.9	100.5	100.5
5.4	5.1	5.36	5.2	5.0	5.2	4.9	4.9	5.3	5.3
80	80	30	30	20	10	10	10	20	30
cb		cb							

100.36	100.1	100.7	100.9	100.9	100.3	100.5	101.0	102.3	103.28
5.4	5.7	5.1	4.9	4.9	5.5	5.3	4.79	3.5	2.5
215	215	10	10	10	20	30	30	80	80
cb						cb		cb	cb

100.48	100.1	100.7	101.0	100.9	99.96	100.94	98.23
5.30	5.7	5.1	4.8	4.9	5.82	4.84	7.55
20	20	10	10	10	20	20.5	30.5
cb					grate	cb	inv. 80 ft

105.78

100.62	100.3	100.9	101.0	101.0	100.5	101.02
11.68	12.0	11.4	11.3	11.3	11.8	11.28
20	20	10	10	10	20	20
cb						cb

101.67	100.9	101.7	101.8	101.7	101.3	101.92
10.63	11.4	10.6	10.5	10.4	11.0	10.38
20	20	10	10	10	20	20
cb						cb

102.98	102.85	101.94
9.32	9.5	10.36
29	24	20
cb		

11230

3 + 309 = 2 C6 inlet Box
and N end of 101 inlet

3 + 1236 C6 line to LT

3 + 21

3 + 1986 = NL Franklin to RT = back edge of 8" pipe

3 + 0986 & Franklin to LT

2 + 9986 & Franklin to RT

10578

100.35 99.37 96.57 99.49
 $\begin{array}{r} 5.43 \\ 20 \\ \hline 204 \\ \text{C6} \end{array}$ (4) 20 grate
 $\begin{array}{r} 92.1 \\ 18 \\ \hline 110 \\ \text{INV.} \\ \text{8" pipe} \end{array}$ 18 grate

100.28 99.7 99.6 100.5 100.7 100.8 100.4 101.00
 $\begin{array}{r} 5.50 \\ 30 \\ \hline 30 \\ \text{C6} \end{array}$ 6.1 30
 $\begin{array}{r} 4.2 \\ 20 \\ \hline 20 \\ \text{C6} \end{array}$ 5.3 10
 $\begin{array}{r} 5.1 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 5.0 10
 $\begin{array}{r} 5.4 \\ 32 \\ \hline 32 \\ \text{C6} \end{array}$ 4.78 22
 $\begin{array}{r} 4.78 \\ 22 \\ \hline 22 \\ \text{C6} \end{array}$

100.20 98.02 101.00
 $\begin{array}{r} 5.58 \\ 24 \\ \hline 24 \\ \text{grate} \end{array}$ 7.76 24
 $\begin{array}{r} 4.78 \\ 24 \\ \hline 24 \\ \text{C6} \end{array}$ 11.98 INV. 8" pipe

99.6 99.8 100.5 100.7 100.8 100.2 100.7 100.98 102.4 103.33
 $\begin{array}{r} 6.7 \\ 30 \\ \hline 30 \\ \text{C6} \end{array}$ 6.0 20
 $\begin{array}{r} 5.3 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 5.1 10
 $\begin{array}{r} 5.0 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 7.6 20
 $\begin{array}{r} 5.1 \\ 30 \\ \hline 30 \\ \text{C6} \end{array}$ 4.80 30
 $\begin{array}{r} 3.4 \\ 80 \\ \hline 80 \\ \text{C6} \end{array}$ 2.4 80
 $\begin{array}{r} 2.4 \\ 80 \\ \hline 80 \\ \text{C6} \end{array}$ 2.4 80

96.8 99.7 100.1 100.5 100.7 100.9 100.9 101.0
 $\begin{array}{r} 9.0 \\ 80 \\ \hline 80 \\ \text{C6} \end{array}$ 6.1 30
 $\begin{array}{r} 5.7 \\ 20 \\ \hline 20 \\ \text{C6} \end{array}$ 5.3 10
 $\begin{array}{r} 5.1 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 4.9 10
 $\begin{array}{r} 4.9 \\ 20 \\ \hline 20 \\ \text{C6} \end{array}$ 4.8 30

99.7 100.5 100.5 100.7 100.8 100.9 100.9 102.6
 $\begin{array}{r} 4.1 \\ 30 \\ \hline 30 \\ \text{C6} \end{array}$ 5.8 20
 $\begin{array}{r} 5.3 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 5.1 10
 $\begin{array}{r} 5.0 \\ 10 \\ \hline 10 \\ \text{C6} \end{array}$ 4.9 20
 $\begin{array}{r} 4.9 \\ 30 \\ \hline 30 \\ \text{C6} \end{array}$ 6.9 30
 $\begin{array}{r} 3.2 \\ 80 \\ \hline 80 \\ \text{C6} \end{array}$

10578

4+44.36
1+12 E dr. church

4+32.36
1+00

3+99.36
0+67 E 8'dome church

3+82.36
0+50

T.P. x 99 107.96 2.81 102.97

BMBP church stop
NW Cor of 39th
and Franklin 4.53 101.25 101.43
0.18

0+100
3+323 L x L Franklin to LT

105.78

101.72 101.1 101.8 102.1 102.0 101.9 102.26
6.2x 6.9 6.7 5.9 6.0 6.1 5.70
20 20 10 10 20 20
66 16

101.92 102.66 102.74
6.0x 5.30 5.22
20 24 29
Wait

101.34 102.08 102.20
6.6x 5.88 5.76
20 24 29
dr. track

101.14 100.6 101.3 101.5 101.4 101.1 101.71
6.8x 7.1 6.7 6.5 6.6 6.9 6.25
20 20 10 10 20 20
66 66

107.96

100.43 99.4 100.5 100.8 100.8 100.6 101.04
5.35 6.1 5.3 5.0 5.0 5.2 4.72
20 20 10 10 20 20
66 66

105.78

L

8

P 27

6+04.36

172 E 8 do thru 06

5+82.36

50

bet. Franklin + Superior

5+32.36

2

4+89.78

1757.42 N alley on Lt.

102.66
5.30
30
06

4+82.36

1750 E 12 do thru 06

4+79.78

1747.42 E alley

4+69.78

1737.42 S alley to Lt

102.86
5.00
30
06

107.96

6

8

103.93

104.56 **28**

104.56

V.W. H.36
103.60
104.50
5.46
20

102.9
5.1
20

103.8
4.2
10

104.1
3.9
10

104.2
3.8
10

103.7
4.3
20

104.14
3.82
20

24
29
walk

103.04
4.92
20

102.3
5.7
20

103.1
4.9
10

103.3
4.7
10

103.3
4.7
10

103.0
5.0
20

103.46
4.50
20

102.4
5.0
30

102.49
5.47
20

102.0
6.0
20

102.6
5.4
10

102.8
5.2
10

102.7
5.3
10

102.6
5.4
20

102.98
4.98
20

06

102.30
5.00
20

103.08
4.88
24

103.18
4.78
29

walk

101.9
6.1
50

101.9
6.1
30

101.7
6.3
20

102.3
5.7
10

102.6
5.4
10

102.6
5.4
10

102.4
5.0
20

102.24
5.72
20

06

drive

102.2
5.0
30

102.28
5.08
20

101.8
6.2
20

102.2
5.8
10

102.5
5.5
10

102.5
5.5
10

102.3
5.7
20

102.80
5.16
20

06

107.96

7+14.70
0+50

6+85.70
0+21 E 10' Con dr. thru c6

6+64.70
0+00
3+3234 N. L. Superior

6+54.70
3+2234 N. 6 Sup.

T.P. Sw. 700.
39764 Superior 8.59 112.53 4.02 103.94
B.M. 10394 P. 20

6+39.70
3+07.34 E Superior

6+24.70
2+9234 S. 6 Line
1 was wrong in using
B.M. church steps 10143
on x sec of Superior ← See other BK.

6+14.70
2+8234 S.L. Superior

107.96

106.27
C. 20
C6

105.6
C. 7
20

106.4
C. 1
10

106.5
C. 0
10

106.5
C. 0
10

105.9
C. 2
20

29
5.99
C6

105.19
7.34
20
Con

105.73
4.80
20
Wack

105.83
6.70
20
C6

104.56
7.97
20
C6

104.1
8.4
20

105.0
7.5
10

105.2
7.3
10

105.2
7.3
10

104.5
8.0
20

105.09
7.44
20
C6

104.75
7.78
50
Par

104.53
8.00
30
C6

104.10
8.43
30
Par

104.0
8.5
20

104.9
7.0
10

105.0
7.5
10

104.9
7.0
10

104.5
8.0
20

105.01
7.52
20
C6

104.70
3.26
50
Par

104.15
3.81
50
Par

104.3
3.7
20

104.6
3.4
10

112.53
104.9
3.1
10

104.8
3.7
10

104.4
3.7
20

104.87
3.09
20
C6

103.48
3.98
30
C6

103.59
4.37
30
Par

103.7
4.9
20

104.5
3.5
10

104.7
3.3
10

104.6
3.4
10

104.3
3.7
20

104.66
3.30
20
C6

103.97
3.99
20
C6

103.5
4.5
20

104.3
3.7
10

104.5
3.5
10

104.5
3.5
10

104.1
3.9
20

104.53
3.43
20
C6

107.96

8+14.70
1 + 50

109.81	109.1	109.6	109.6	109.6	109.0	109.60
2.72	3.1	2.9	2.9	2.9	3.5	2.93
20	20	10	10	10	20	20
66						

8+04.72
1 + 400 N L alley LT

109.66
2,87
30
66

109.6	109.56	109.0	109.3	109.3	109.4	108.7	109.32
2.9	2.77	3.5	3.2	3.2	3.1	3.8	3.21
30	20	20	10	10	10	20	30
66							

7+97.22
1 + 32.52 E alley LT

109.3	108.7	108.4	108.9	109.1	109.1	108.5	109.07
3.2	3.8	4.1	3.6	3.5	3.5	4.0	3.25
10	30	20	10	10	10	20	20
66							66

7+87.72
1 + 25.07 S L alley to LT

109.21	109.0	108.97	108.3	108.7	108.9	108.9	108.3	108.80
3.32	3.5	3.5	4.2	3.8	3.6	4.1	4.2	3.73
30	30	20	20	10	10	10	20	20
66		66						66

7+64.70
1 + 100

108.02	107.3	107.9	108.1	108.0	107.5	108.04
4.51	5.2	6.1	5.6	5.5	5.0	4.9
20	20	10	10	10	20	20
66						66

7+33.70
0 + 69 8' dr on Lt + Pt

107.07	106.98	106.29	106.67	107.22	107.30
5.46	5.55	6.74	5.80	5.31	5.23
29	24	20	20	24	29
WALK		CON	CON	WALK	

11253

11253

9+45.01
250.31 BC curb to Court

9+39.74
2+75.04 S curb line Superba

9+29.74
2+65.04 SL Superba

8+44.70
2+30 E Con do on Pt

8+64.70
2

8+58.70
1+94 Car. on Lt

1+79.5 to 1+91.5 curb to be replaced on East

T.P. 889 112.85 257 109.96
112.53

114.13
113.6
4.72 5.2
30 50

113.2 113.2 113.6 113.6 113.4 112.8 113.19
5.6 5.6 5.3 5.3 5.4 6.0 5.66
30 20 10 10 10 20 20
CB CB

114.00 113.2 113.2 113.6 113.4 113.2 112.8 113.17
4.35 5.7 5.7 5.3 5.4 5.6 6.1 5.68
30 30 20 10 10 10 20 CB
CB 20

113.87 113.0 113.4 113.2 113.2 112.4 113.07
4.99 5.8 5.5 5.6 5.7 6.4 5.78
30 20 10 10 10 20 CB

112.60 111.8 112.2 112.2 112.2 111.39 112.08 112.23
6.25 7.0 6.6 6.6 6.7 7.46 6.77 6.62
20 20 10 10 10 20 20 20
CB CB Con 20 20
2 Work

111.54 110.6 111.4 111.4 111.2 110.8 111.11
7.31 7.9 7.5 7.5 7.6 8.0 7.76
20 20 10 10 10 20 20
16 CB

111.53 111.43 110.8
7.32 7.42 8.0
29 24 20
[work] dirt

Build dipped
curb drive
9.5 wide

118.85

9+79.74
0+00
= 3+15.04 N Plum Superba

9+77.05
3+12.35 N cb line court

9+69.74
3+05.04 N cb line Superba

9+66.05
3+01.25 ♀ Court.

9+55.05
2+90.35 S cb. line of court.

9+54.74
2+90.04 ♀ Superba

118.85

32

114.14 113.6 113.8 114.0 113.8 113.4 113.4 113.52
47 52 50 49 51 55 55 53
cb 20 10 70 20 24 26
20 24

113.8 113.8 113.2 113.4 113.49 113.8 114.17
50 51 57 55 53 51 47
10 20 30 cb 50
30

113.8 114.08 113.6 113.4 113.8 113.8 113.6 113.2 113.4
51 47 53 55 50 50 52 56 55
50 cb 20 20 10 10 20 30
20

113.8 113.6 113.2 113.2 113.8
50 52 57 56 51
10 20 30 50

113.8 113.6 113.0 113.2 113.26
51 53 59 57 55
10 20 30 30 cb

113.6 113.6 113.6 113.6 113.8
53 53 52 52 51
50 30 20 10

118.85

11+04.59
1+2485 S Line Alley

TP 7.90 \downarrow
122.92 3.83 115.02

10+79.74
1+00

10+45.74

0+66 Drive 8 aband! put curb on floor
CB

10+34.74

0+55 Drive 8' Sing garage

10+29.74

0+50

118.85

L

Z

P 33

116.41 651 30 CB	116.14 678 CB ret.	115.3 7.6 20	115.7 7.2 10	115.8 7.1	115.72 7.2 10	115.3 7.6 20	115.98 694 CB
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122.92

115.63 3.22 CB	114.8 4.0 20	115.4 3.5 10	115.4 3.5	115.2 3.6 10	114.8 4.0 20	115.46 3.9 CB 20
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114.12 4.73 20	114.79 4.06 24	114.91 3.94 30
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113.85 5.0 20	114.61 4.24 24	114.86 3.99 30
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114.93 3.92 CB	114.4 4.5 20	114.6 4.3 10	114.6 4.3	114.4 4.5 10	113.6 5.2 20	114.39 4.46 CB
----------------------	--------------------	--------------------	--------------	--------------------	--------------------	----------------------

118.85

12+26.64
2+46 90 S. Property Imp.

11+79.74
2+00

11+77.74
1+98 Drive 8' Lt aband.

11+44.74
1+65 Drive 8' Rt now dwelling

11+29.74
1+50

11+19.59
1+39 85 N. line Alley

11+12.09
1+32 35 Alley

122.92

L

E

R
34

118.16 117.67 117.87 117.95 117.89 117.93 118.41
4.76 5.25 5.05 4.97 5.03 5.09 4.51
Cb 20 10 70 20 20 25
Paving

116.7 117.0 117.1 117.0 116.7 117.41
62 59 58 59 62 551
20 20 20 20 20 2
117.40 116.65
552 627
24 20

116.16 116.91 117.06
6.76 6.01 5.86
20 24 30

116.53 115.8 116.1 116.2 116.1 115.7 116.50
6.39 7.1 6.8 6.7 6.8 7.2 6.42
Cb 20 20 20 10 20 28

116.62 116.61 116.41 115.7 116.0 116.0 115.6 116.32
6.30 6.31 6.51 7.2 6.9 6.9 7.3 6.60
ground Cb Cb ref 20 10 10 20 20 20

115.1 116.4 115.4 115.8 115.9 115.8 115.4 116.13
4.8 6.5 7.5 7.1 7.0 7.1 7.5 6.79
50 30 20 10 20 20 20 28

122.92

BM

4.57 118.41 118.40

12+36.64
2+56 90 curb line Imp

122.92

117.60
5.32
26
50

117.12	118.11	117.61	117.77	118.33	118.03	118.02	117.94	117.92	118.48	118.30	119.02
580	481	531	515	495	489	490	498	500	444	442	390
3	26	30	20	18		10	20	31	26	9	55
50											

122.92

7-29-49 Additional Notes for 10' Alley
 Hendricks Block 2 Vernon Park
 Roberts Original Notes FB 1693
 Greer
 Beach
 W.O.# 25020

INDEXED

W.K.

AUG 2 1949

5.08 5.16

Notes Reduced and
 Plotted Profile No. 3972
 in Column 8/3/49

T.P. 2+98 End Wire fence 5.2 Rt.
 End Conc Loading Platform 4.2 Lt.
 End Metal Bldg.

2+89.4 Beg. Conc Loading Platform 4.15 Lt.

2+77.4 Beg. Sheet Iron Bldg. 7.15 Lt.

1+99.4 Beg. Wire fence 5' Rt.

1+19 End Conc Loading Platform 7.4 Lt.

1+10 Beg. Conc Loading Platform 7.4 Lt.

1+04.5 Beg. Sheet Iron Bldg.

T.P. 4.72 10.24 4.80 5.52

T.P. 2.74 7.58 7.60

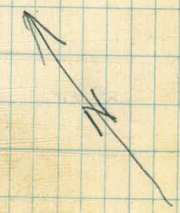
B.M. 7.03 10.32 3.29

L

R 36

2 Hub 2+99.9 Alley Block 2

1.87 7.80 5.7
 2.37 4.4 4.5
 7.3 4.2 4.2
 7.2 Platform 6r
 floor
 7.96 1.89 5.7
 2.28 2.35 4.5
 7.15 4.15 4.15
 7.1 Platform 6r



7.23 5.8
 7.1 4.4
 7.4 7.4
 Platform 6r
 9.13 6.1
 7.4 4.4
 7.4 7.4
 platform 6

10.24

07 Hub 2+9. 5+93.96 Greenwood & E Bents
 FB 1693 P. 28

(S.W.) Mon P.L. 301 FB 1693 P. 3
 should be 351.

7-29-49
Hendricks
Roberts
Greer
Bunch
WO#25020

Additional Notes for Alley
Block 3 Vernon Park
Final Notes FB1693

INDEXED

W.K.

AUG 2 1949

6.17 757 760

TP. 5.32 1374 6.24 842

2+99 End Sheet Iron Bldg 48 Rt

2+78 & 42' Sheet Iron Bldg 20' Lt

Notes Reduced and Plotted
Profile No. 3973
McClaman
8/3/49

2+57.5 Beg Sheet Iron Bldg 47 Rt

2+46 End Sheet Iron Bldg 39 Lt

2+22 Beg Sheet Iron Bldg 5.9 Lt

1+96 End Sheet Iron Bldg 18' Lt

1+71 Beg Sheet Iron Bldg 18' Lt

BM 9.50 14.66

5.16

CK & Hub 5+939L Greenwood & Banks St
FB1693 P. 28

9.59
5.07
5.3
Fl

9.44
5.22
20
Fl

9.53
5.15
5.3
Fl

8.87
5.77

5.9
Fl

8.70
5.26
5.9
Fl

8.75
5.91
18
Fl

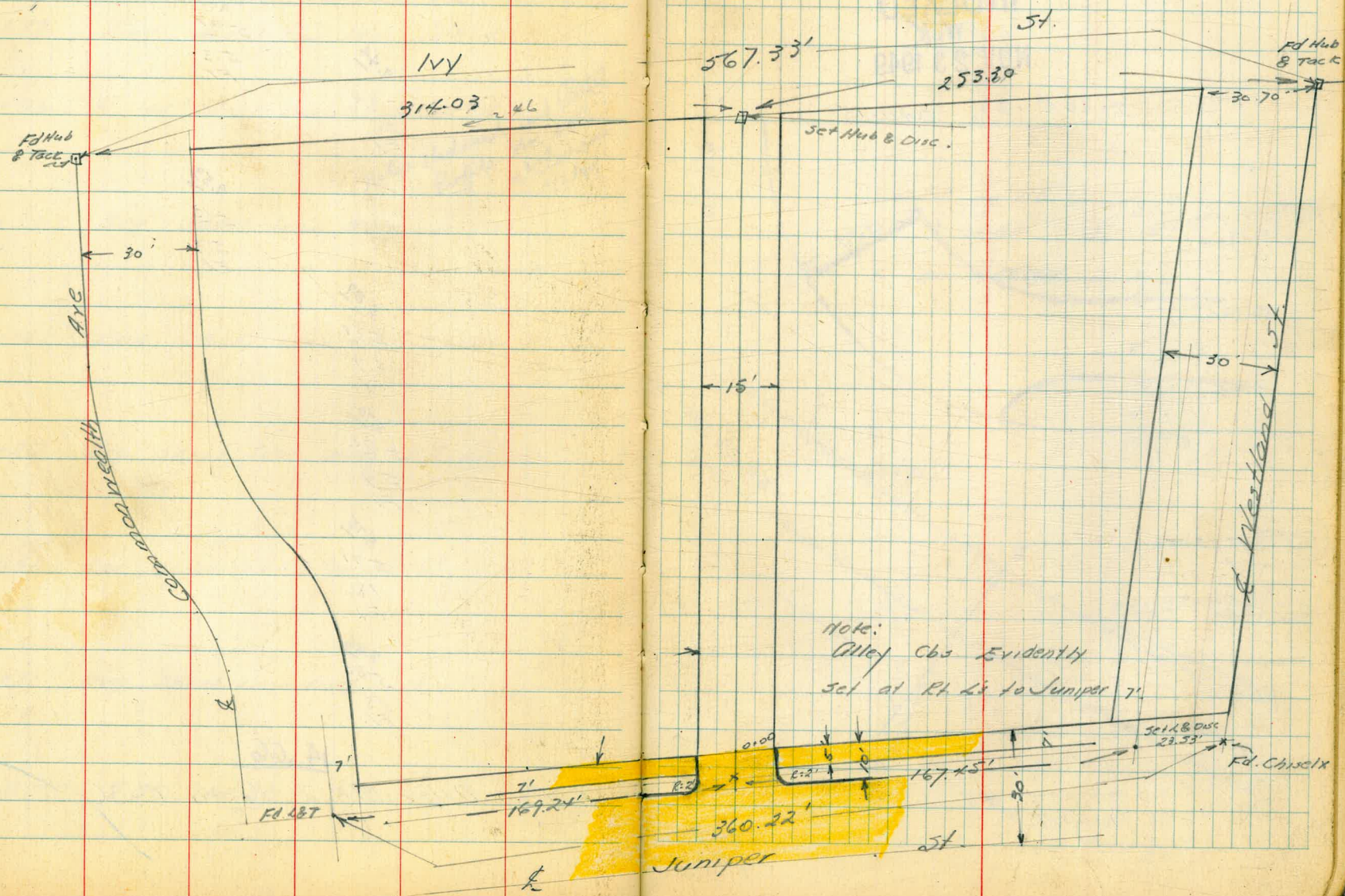
8.86
5.80
18
Fl

14.66

& Hub Alley BIR 2 from P-36

8-19-49
 Hendricks
 Roberts
 Bunch
 Gregory
 W.O.# 25010

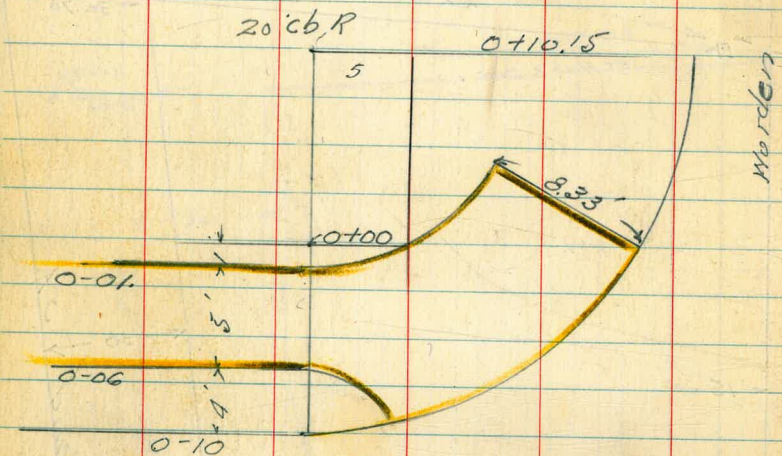
X Section Alley Block 4
 Cullen's Westland Terrace
 Ref map # 1052 1/2



Cross Section - MORDEN ST.
from Tennyson To Voltaire St.
No. 31626

11-15-49

INDEXED
W.K.
NOV 23 1949

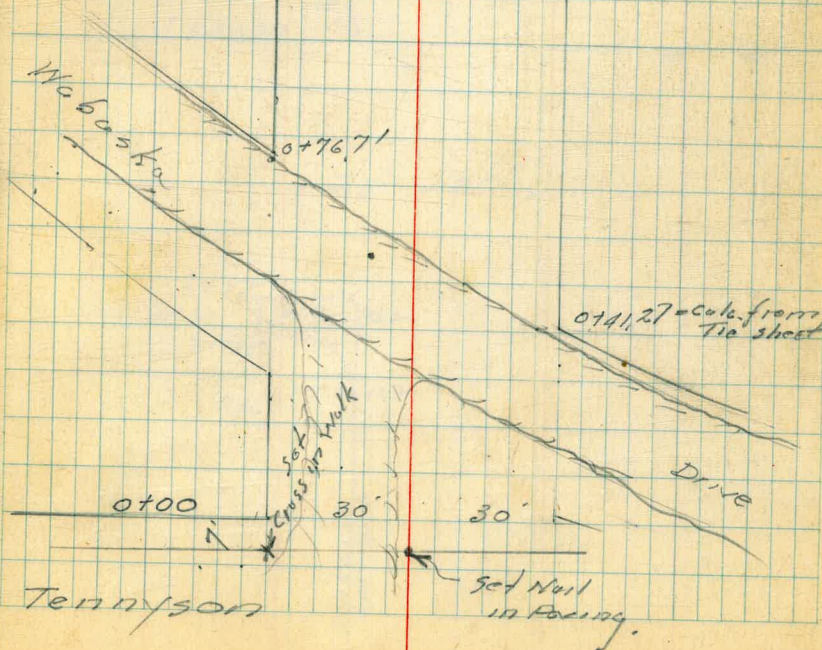


Tennyson

39

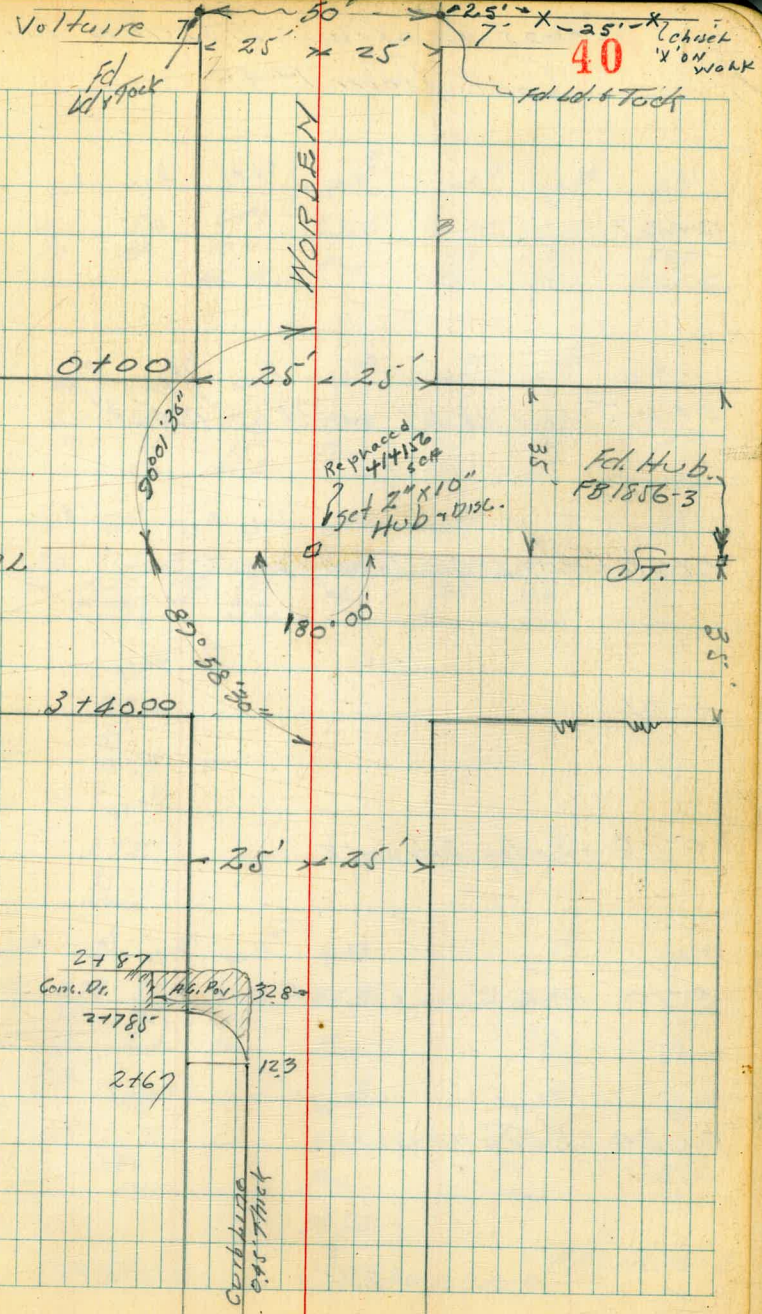
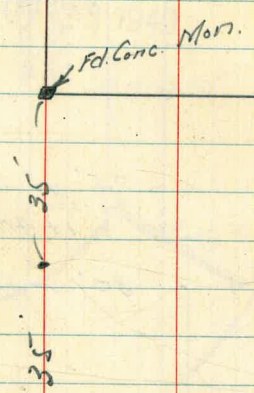
2+37.4
Curb Drive 2+29.5
2+18
12.9
2+28.8

25' x 25' x 12.6' x 17.40
30' x 30'
5.00' set 2" x 10" Hubs + DISC.



Tennyson

Cross Section: Worden St
 Cont from P. 39



Cross Section - Warden St.
Cont. from P-40

0127

0110, 15 opp cb. E.C. on Lt. 2 Fire Hght.
164 Lt.

0100 = N.W. Line Tennyson

0-01

0-06 = S. edge Sidewalk

0-10 N. cb line on Lt

0-30 = 1/2 Tennyson

0.01 25.76

25.75

Lt

2

Rt 41

92.3	91.7	90.8	89.27	89.25	89.62	89.64	89.31
3.5	4.1	5.0	6.49	6.51	6.14	6.12	6.45
40	30	14	10.7	Par.	16	30	46.2
			Edge Par.		Par.	Par.	Edge Par.

92.2	92.9	91.75	91.13	90.73	90.17	89.94	89.19
2.6	2.7	4.01	4.63	5.03	5.59	5.82	6.57
40	30	15	15	Par.	30	21.3	76.5
		cb	Gut		Par.	Par.	Edge Par.

93.8	92.8	92.61	92.19	91.71	91.22	90.47	90.16	88.80
2.0	3.0	3.15	3.57	4.05	4.44	5.29	5.60	6.96
55	30	27.2	17.5	17.5	Par.	30	48	35
		W. edge	cb	Gut		Par.	Par.	Par.
		Walk		at Return				

93.86	93.06
1.90	2.70
55	35
Walk	Walk

93.79	93.04
1.97	2.72
55	35
Walk	Walk

93.81	93.16	92.98	92.47	92.27	91.33	90.24	89.97
1.95	2.60	3.78	3.29	3.49	4.43	5.32	5.79
55	35	35	35	30	Par.	30	50
cb	Gut	cb	Gut	Par.	Par.	Par.	Par.

94.16	93.44	93.29	92.25	91.32	90.60
1.60	2.33	2.47	3.51	4.44	4.26
55	35	30	Par.	30	50
Par.	Par.	Par.	Par.	Par.	Par.

25.76

28A N.W. & D. Alicia & Tennyson

F.B. 1856-5

Cross Section - Warden St.
Cont. from p 41

1+02.6 = 2.1' Conc. Ribbon

1+00

0+99.4 = 8" ^{Tile} Conc. Wall

0+96 = 2' Conc. Walk

0+76.71

0+69.05 = 1/4" Edge Conc. Drive

0+63.3 = Approx 2 Strip Pav on Lt.

0+60.5 Seg Conc Dr. on R 29.8 ft

0+41.27

42

					86.88	86.83		
					8.88	8.93		
					30	40		
					on Dr.	on Drive		
87.4	87.3	87.6	87.4	87.2	87.0	87.3	87.1	87.0
84	8.5	8.2	8.4	8.6	8.8	8.5	8.7	8.8
10	30	13	12		14	17	30	40
						88.46	88.54	
						7.30	7.22	
						30.1	40	
						on Wall	on Wall	
						88.06	88.06	
						7.74	7.70	
						30	40	
						on Walk	on Walk	
87.34	87.78	87.69	88.0	87.8	88.1	88.5	88.7	
844	7.98	8.07	7.8	8.0	7.7	7.8	7.1	
70.6	49.6	30		12	14	30	40	
Edge Pav.	Edge Pav.	Edge Pav.					1/4" Lower	
						88.65	88.65	
						7.14	7.11	
						29.8	40	
						on Drive	on Drive	
87.81	88.34	88.31	88.6	88.4	89.0	88.64	88.69	
79.5	744	74.5	7.2	7.6	6.8	7.2	7.07	
50	30	2.5		11	17	29.8	40	
Edge Pav.	Pav.	Edge Pav.				Conc. Drive	Drive	
90.6	90.1	88.74	89.11	89.11	88.95	89.0	89.5	
5.2	5.7	70.2	6.65	6.65	6.81	6.8	6.3	
40	30	17.3		12	26.1	30	40	
		Edge Pav.	9.576	Pav.	Edge Pav.	Edge Pav.		

2+51 22.8' Lt of 10" Palawan Tree

2+295

2+18

2+10 of Senior N.H.

T.P. 0.99 84.22 1253 83.23

2+21 17.5' Lt = 18" Date Palm

2+00

1+91 16.7' Lt Elec. Pole # 2136

1+98 17.3' Lt. 18" Date Palm

1+61 = 2.3' Conc. Walk on St.

1+57.5 = 2.3' Conc. Walk on St.

1+40 23.9' Lt # 500359-H Elec. Pole

1+40 "Bay 0.45' curb on Lt. 17.5' Lt. of 24" Date Palm

1+11.7 = 2.6" Pine 25' Lt.

1+08 of 2.1' Conc. Ribbon

95.76

Lt.

L

Rt.

43

82.00	82.62	82.12	81.94	82.0	82.1	81.7	81.7
222	160	210	228	22	21	25	25
45	238	238	118		18	25	35
on Conc. Dr	on cb	on Conc. Pav					

82.85
134
12.3
on cb.

82.92
130
Rim DH
84.22

83.6	83.7	83.64	83.2	83.2	83.3	83.4	83.1
12.3	12.1	12.12	12.6	12.6	12.5	12.4	12.7
35	25	12.3 on cb	12.3		19	35	35

85.12 85.10 84.64 84.62
1064 1066 1112 1114
25 12.6 25 35
on Walk on cb on Walk on Walk

85.9	85.6	85.7	85.72	85.3	85.5	85.4	85.5	85.4
99	102	101	1004	105	10.3	10.4	10.3	10.4
40	30	25	12.6 on cb.	12		25	30	40

86.93 86.85
883 891
30 40
of Ribbon on Dr.

95.76

2+87 = HLY edge drive on Lt.

2+78.5 = SLY " " " "

2+67 = B.C. cb Ret.

2+62 = 3' Conc Walk

2+56.4 = 3' Conc. Walk on Rt.

2+70.5 22.8' 12" Accacia Tree

2+50

2+41.9 = E.C. on cb Return on Lt.

2+37.4

Lt. 79.67 80.27

Rt. 44

455	395			
328	12.3			
Conc.				
Drive				
80.81	79.68	80.80	80.03	80.50
341	454	342	419	372
328	328	273	273	12.3
cb	Conc. Drive	cb	Ret.	Ac. Tree

80.99
323
12.3
Curb.

81.26	81.20	81.12
296	302	310
31	25	12.3
Walk	Walk	cb-Walk

81.53
2.69
2.57
Walk

81.44
2.78

81.7	81.7	81.53	81.4	81.1	81.2	81.4	81.3
25	25	2.69	2.8	3.1	3.0	2.8	2.9
35	25	12.3	12.3	9		2.5	2.5
		cb	Ret				

81.89
2.33
12.3
on cb

81.80	81.00	81.89
236	222	233
45	238	23.8
Conc. Pav	cb	Conc. Pav
		84.33

Warden Street
Cross Sections

3+46

3+41 Buy Pole 27' RT

3+40 = 54' Udal St.

3+38.7 2' RT = Pole Anchor

3+37.5 15.8' Lt Elec. Pole P-2148

3+25

3+08 = Pole Anchor 17.3' Lt.

3+00

2+90

2+87.5 = Int Guard Fence 11' Lt = W end
21' Rt = E end

2+81

2+73 = South edge Conc Drive on Rt

45

67.2	68.3	69.3	70.7	71.3
17.0	15.9	14.9	13.5	12.9
45	25		25	45

67.2	68.5	72.0	73.1	71.9	71.2	71.3
17.0	15.7	12.2	11.1	12.3	12.0	12.9
45	25		17	25	30	45

71.2	71.7	71.0	72.3	72.4	72.9	72.1	73.2	72.8
7.0	6.5	7.2	5.9	4.8	4.3	6.1	11.0	11.4
45	25	30	12		21	25	34	45

79.7	79.4	80.0	79.8	80.0	76.3	76.8
4.5	4.8	4.2	4.4	4.2	7.9	7.4
35	25	13		25	33	45

79.8	80.0	80.2	80.0	80.4	80.5
4.4	4.2	4.0	4.2	3.8	3.7
35	25	12		25	35

80.66	80.62
3.56	3.60
24.9	35
on Drive	on Drive

80.84	80.79
3.38	3.43
24.9	35
on Drive	on Drive

84.22

Wardens Street
Cross Sections

1700

0+50

TP 11.33 92.32 323 80.99

0+01 15.5' Lt = Guy Pole

0+00 Ahead } = N Line Udal St
4+10 back }

4+08 17.4 Elec Pole #2150

4+00 Guy Pole 36' 18"

3+85

3+75.0 = 2 Udal St

3+61

84.22

Lt.

L

Rt.

46

95.8	95.6	84.7	83.3	83.2	83.1	87.4	91.9	91.4
6.5	6.7	7.6	9.0	9.1	9.2	4.9	0.4	0.9
38	27	25	18		17	25	29	35

82.0	81.9	80.5	81.8	82.1	83.1	86.9	88.0
10.3	10.4	11.8	11.5	10.2	9.2	5.4	4.3
35	25	31		18	25	29	35

92.32

78.2	79.0	78.8	79.2	80.3	81.1	82.6	82.8
6.0	5.2	5.4	5.0	3.9	3.1	1.6	1.4
39	28		22	25	30	33	40

72.4	72.5	77.3	77.8	79.1	80.2
11.8	11.7	6.9	6.4	5.1	4.0
45	42	25		25	45

68.5	71.4	75.22	78.1	77.3	78.0
15.7	12.8	9.00	6.1	6.9	6.2
50	25	on H. 6	14	25	45

67.5	69.1	70.8	72.1	72.5	73.6
16.7	15.1	13.4	12.1	11.7	10.6
50	25		15	25	45

84.22

Warden St. Cross Section

				001
Chk Starting BTA			2.14	95.75
				95.76
T.P.	9.25	97.90	2.31	88.65
TP	8.71	90.96	10.07	82.25

2435.46 L Voltaire St.

~~2435.46 L Voltaire~~

S.E. Ret. Voltaire & Warden
92.32

Lt.

L

Rt.

48

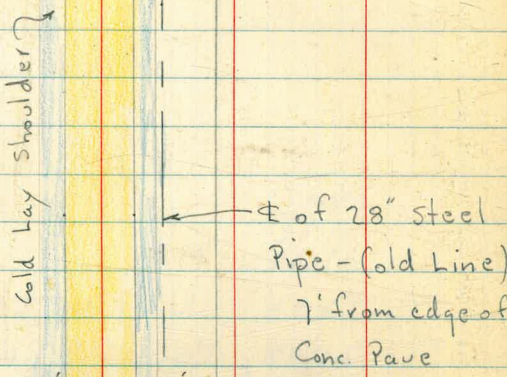
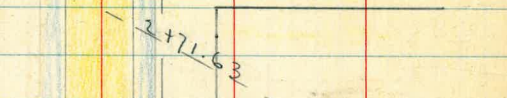
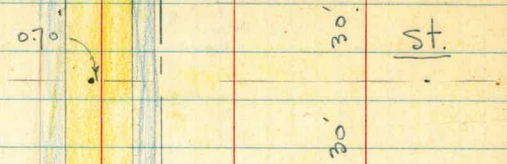
85.60	86.68	87.73	88.47	89.10	89.82	90.38
6.72	5.64	4.59	3.85	3.22	2.50	1.94
55	35	15		15	35	55

~~3.85 4.59 5.64 6.72~~
15 35 55

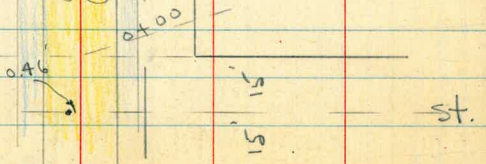
88.95	89.50
3.37	2.82
S. Ret	E. Ret
Cent.	CB

92.32

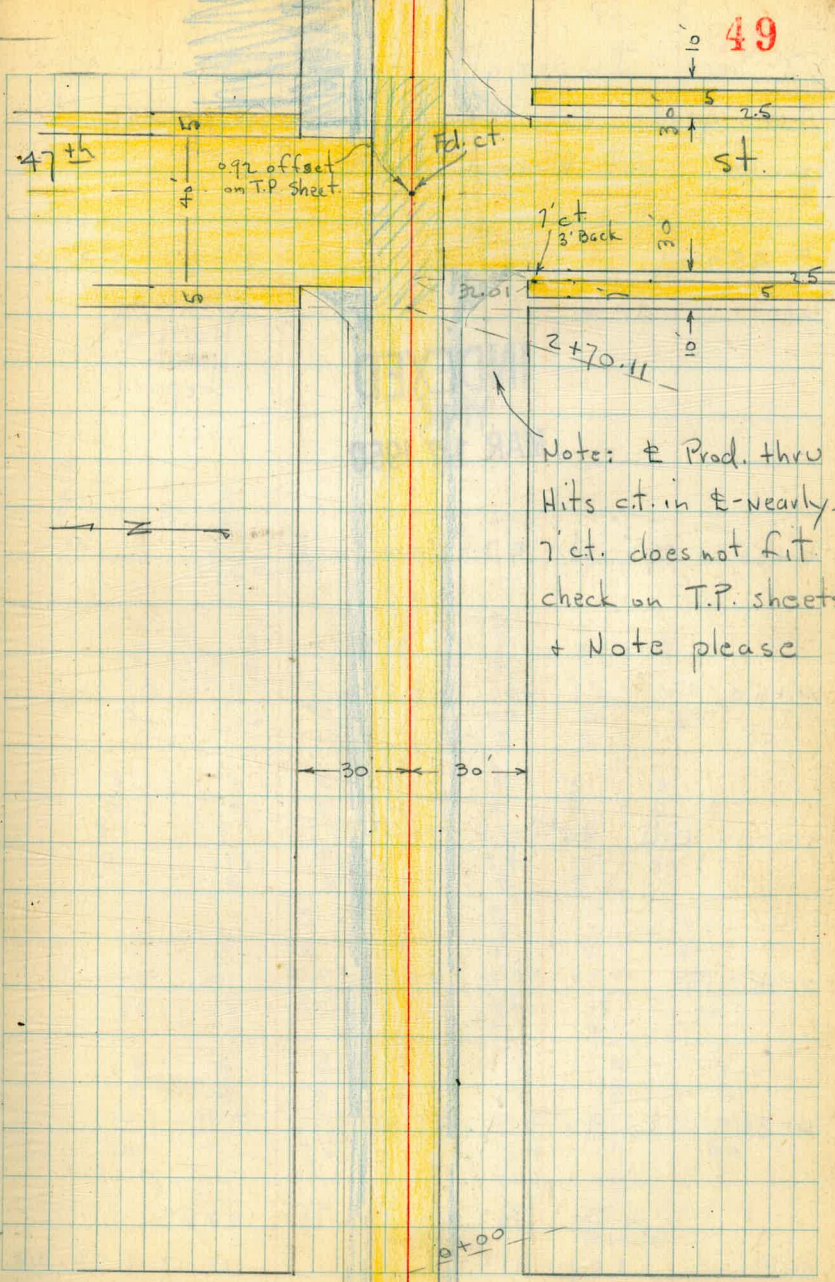
Rynchon



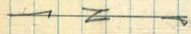
Conc strip Pave
(Not Normal) see Notes.



46th



49



Note: \pm Prod. thru Hits ct. in \pm -nearly. 7' ct. does not fit. check on T.P. sheets + Note please

Rynchon

st.

7-Sect. Imperial - from 46th to 47th
 for grade est. only. - 60' st. Conc. Strip
 pave. - Not Normal to \pm

4920

W.O. 20006

INDEXED
 W.K.
 MAR 17 1950

2-27-50

Osborne
 Hardin
 Hatch
 Shepard

0+55- 29.5 Lt. \pm 3.5 Conc walk

0+50

0+00 = F.L. 46th

0-15 = Φ

0-30 = W.L. 46th

0.56 101.09 12.71 100.53

B.M. 1.07 113.24 112.17 = S.F. BP

Lt = N.

Rt = S. 50

6.9424
 6.9419
 29.5 = walk
 Porch

9.923 30	9.918 E	9.9182 E	9.9192 E	9.9178 E	9.916 E	9.926 E
10.911 30	10.910 E	10.9107 E	9.916 E	10.9103 E	10.911 E	9.919 E
10.904 30	10.902 E	10.9026 E	10.9035 E	10.9023 E	10.902 E	10.910 E
	edge C.L. = F.	edge Cont. = F.	101.09	edge Cont. = E.	edge C.L. = F.	10.910 Shoulder

47th \pm Imperial

0+50

Go'E = F.L. = 0+00 ahead.

20' E. = +

See pynchon Sections for obs. on Rt

2+71.63 = w.L. Pynchon

T.P. 13.21 113.74 0.56 100.53

2+35

2+00

1+50

1+00

Lt +

Rt.

51

10.13 58.3 To Bldg. 10.13.6	10.11 75 12.6 100.0 13.7 75 98.8 14.9 75	10.1 30 11.5 101.5 12.2 30 99.9 13.8 30	10.1 16 11.3 101.7 12.0 16 100.8 12.9 16	9.9 103.8 10.1 101.9 11.9 99.6 12.7 99.3 13.1 99.7	10.1 16 11.3 101.7 12.0 16 100.8 12.9 16	9.9 103.8 10.1 101.9 11.9 99.6 12.7 99.3 13.1 99.7	10.1 16 11.3 101.7 12.0 16 100.8 12.9 16	9.9 103.8 10.1 101.9 11.9 99.6 12.7 99.3 13.1 99.7	10.1 16 11.3 101.7 12.0 16 100.8 12.9 16	9.9 103.8 10.1 101.9 11.9 99.6 12.7 99.3 13.1 99.7	10.1 16 11.3 101.7 12.0 16 100.8 12.9 16	9.9 103.8 10.1 101.9 11.9 99.6 12.7 99.3 13.1 99.7
--------------------------------------	--	---	--	---	--	---	--	---	--	---	--	---

check starting B.M. 157 112.17

60' E. = E.L. 4th to S. = end.

50.5 E. = cb. line

45.5 E. = cb. line to N.

30' E. = # to S.

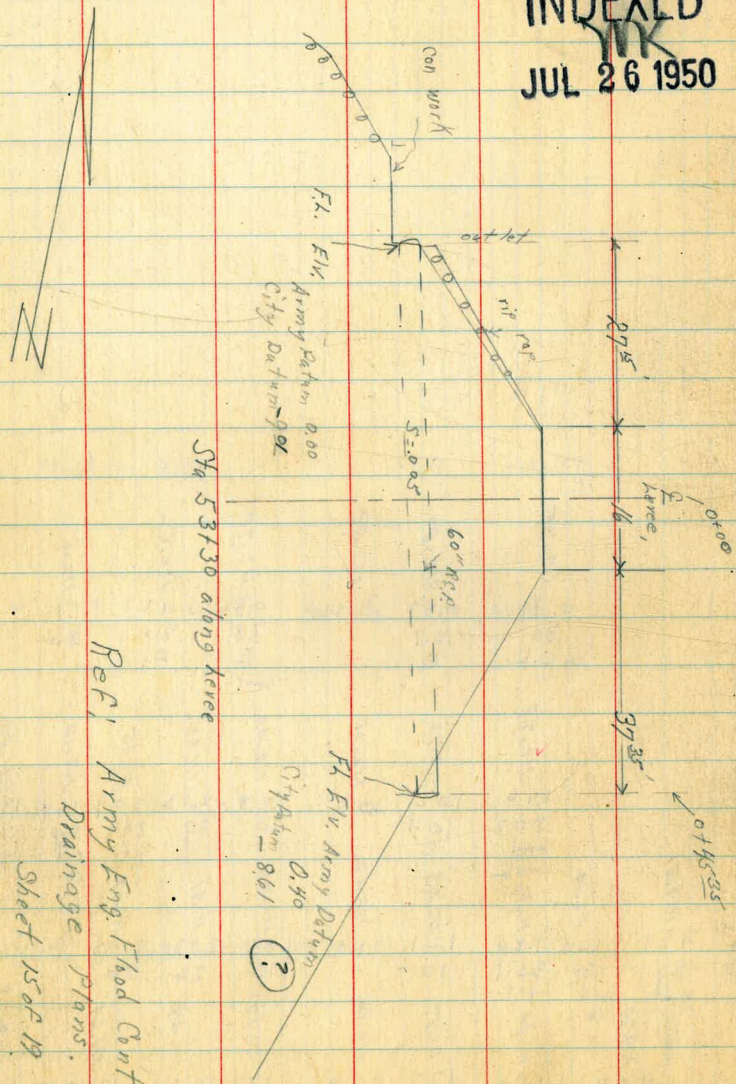
35	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
30	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
25	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
20	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
15	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
10	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
5	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
0	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
30	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
25	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
20	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
15	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
10	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
5	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25
0	10.09	10	0	10.09	112.25	0	112.25	0	112.25	0	112.25

113.74

D. Smith
 Wm. Fay
 E. Sherman
 G. Cota

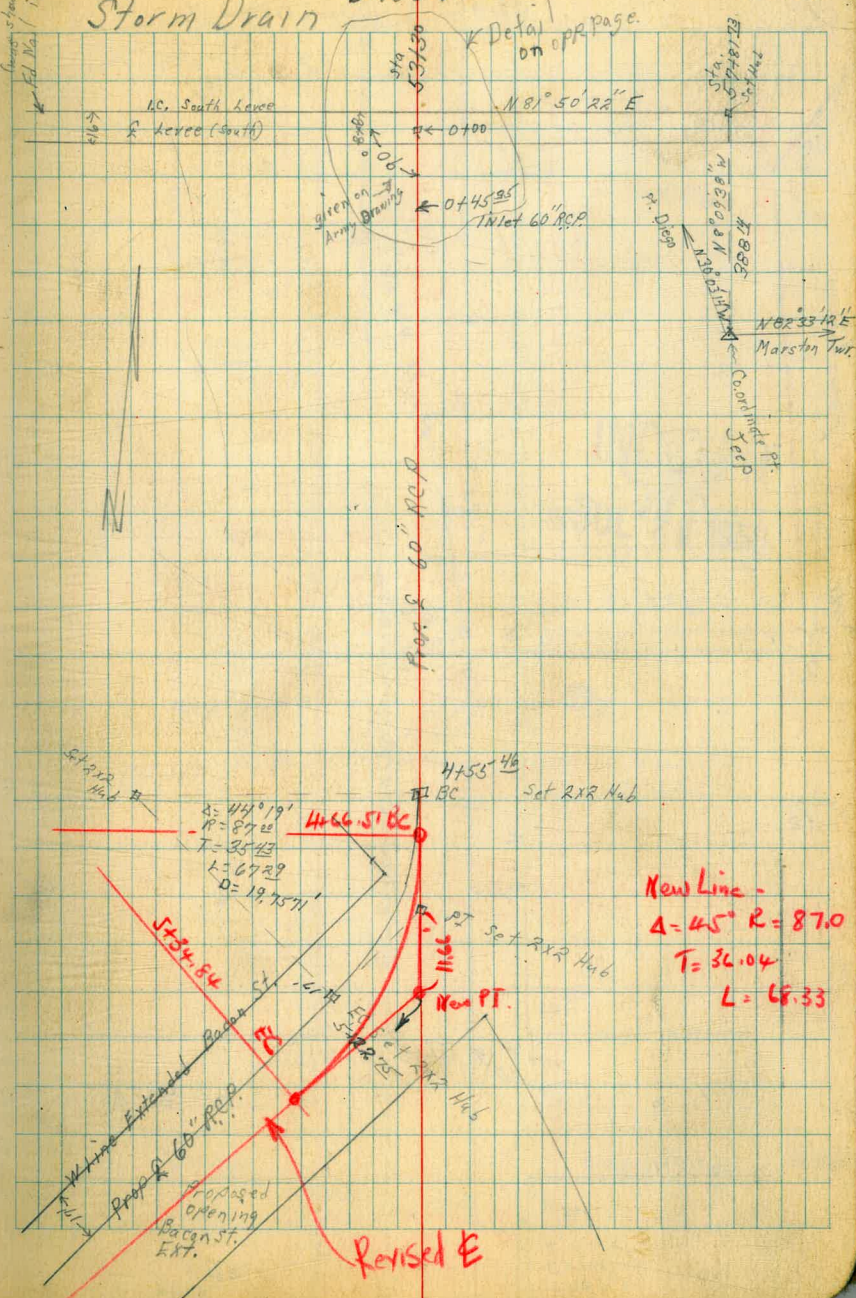
Proposed 60" RCP

INDEXED
 JUL 26 1950

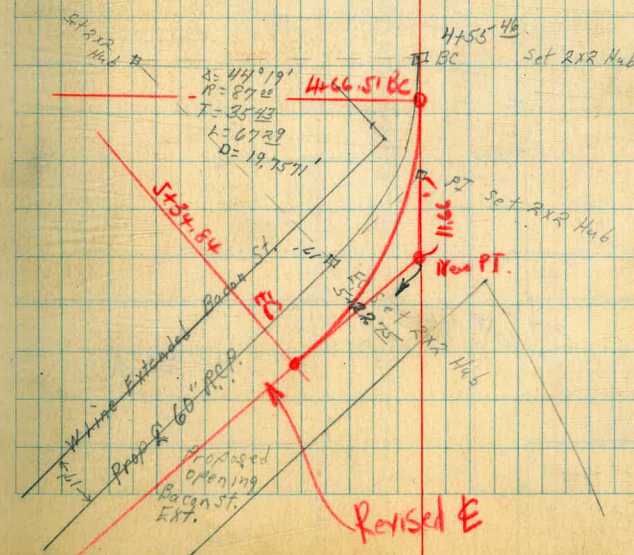


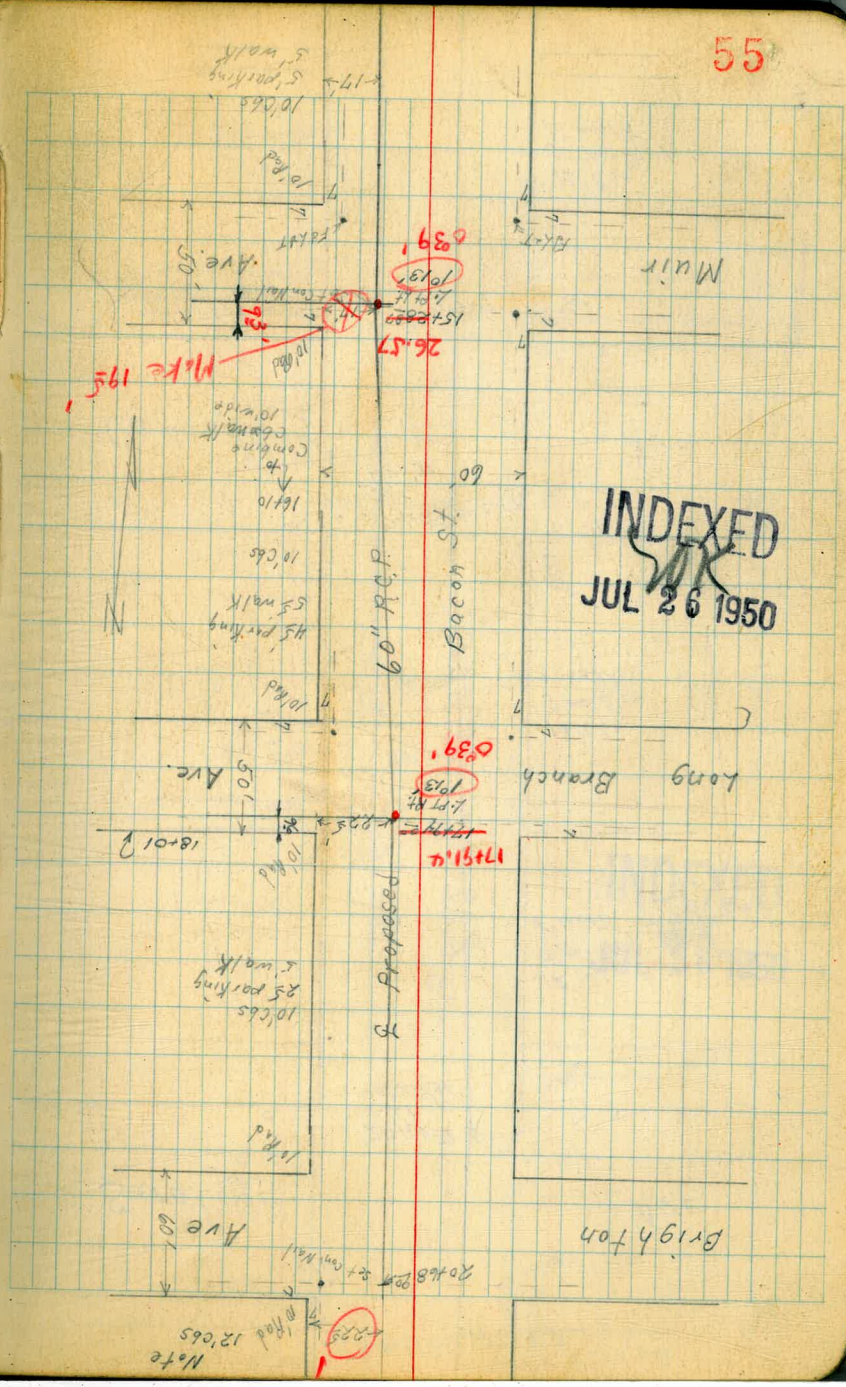
Ref'l Army Eng. Flood Control
 Drainage Plans.
 Sheet 15619

Storm Drain Bacon St. 7-19-50 54 WO#20608

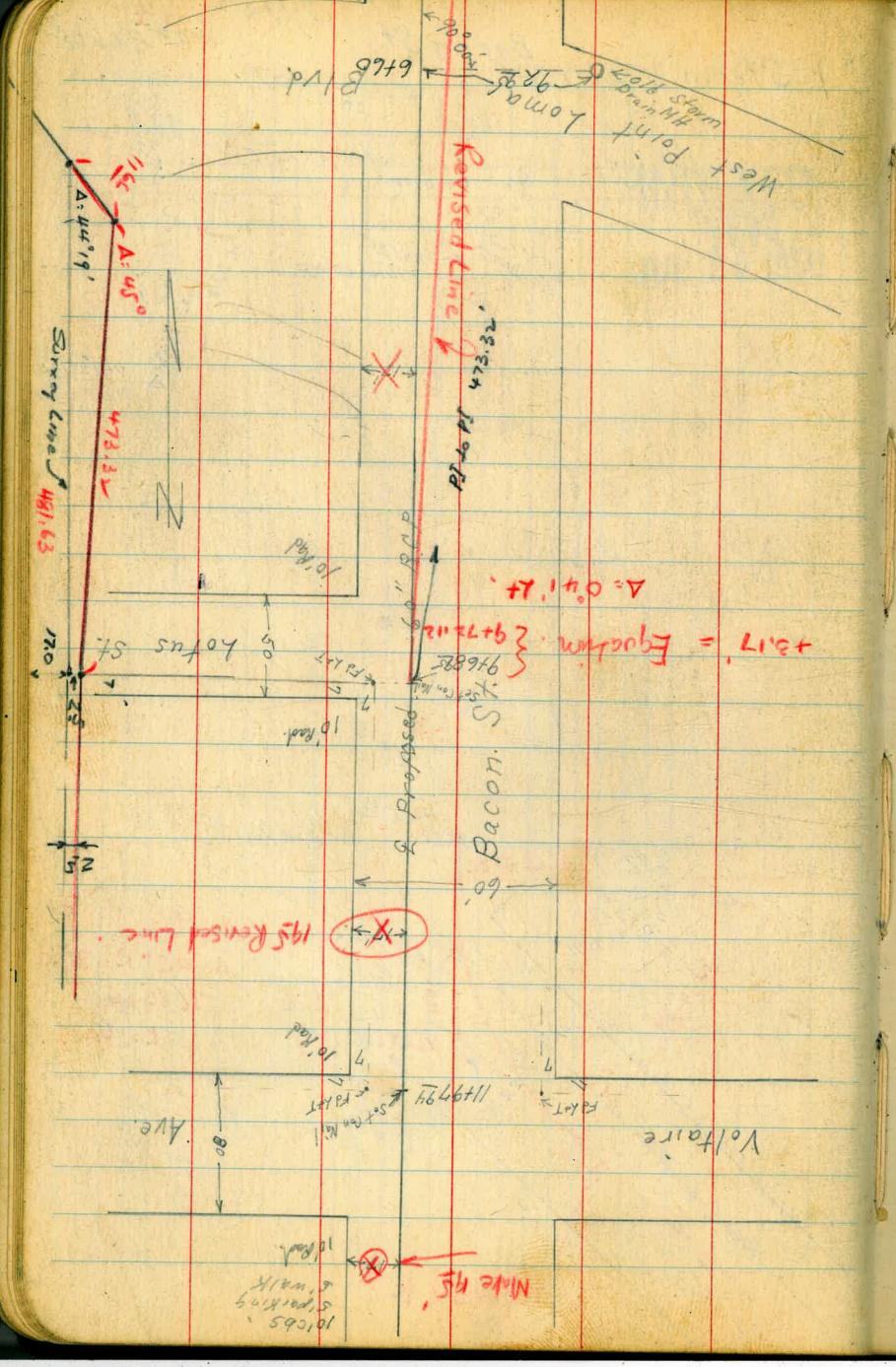


New Line -
 $\Delta = 45^\circ$ $R = 87.0$
 $T = 36.04$
 $L = 65.33$





INDEXED
JUL 26 1950

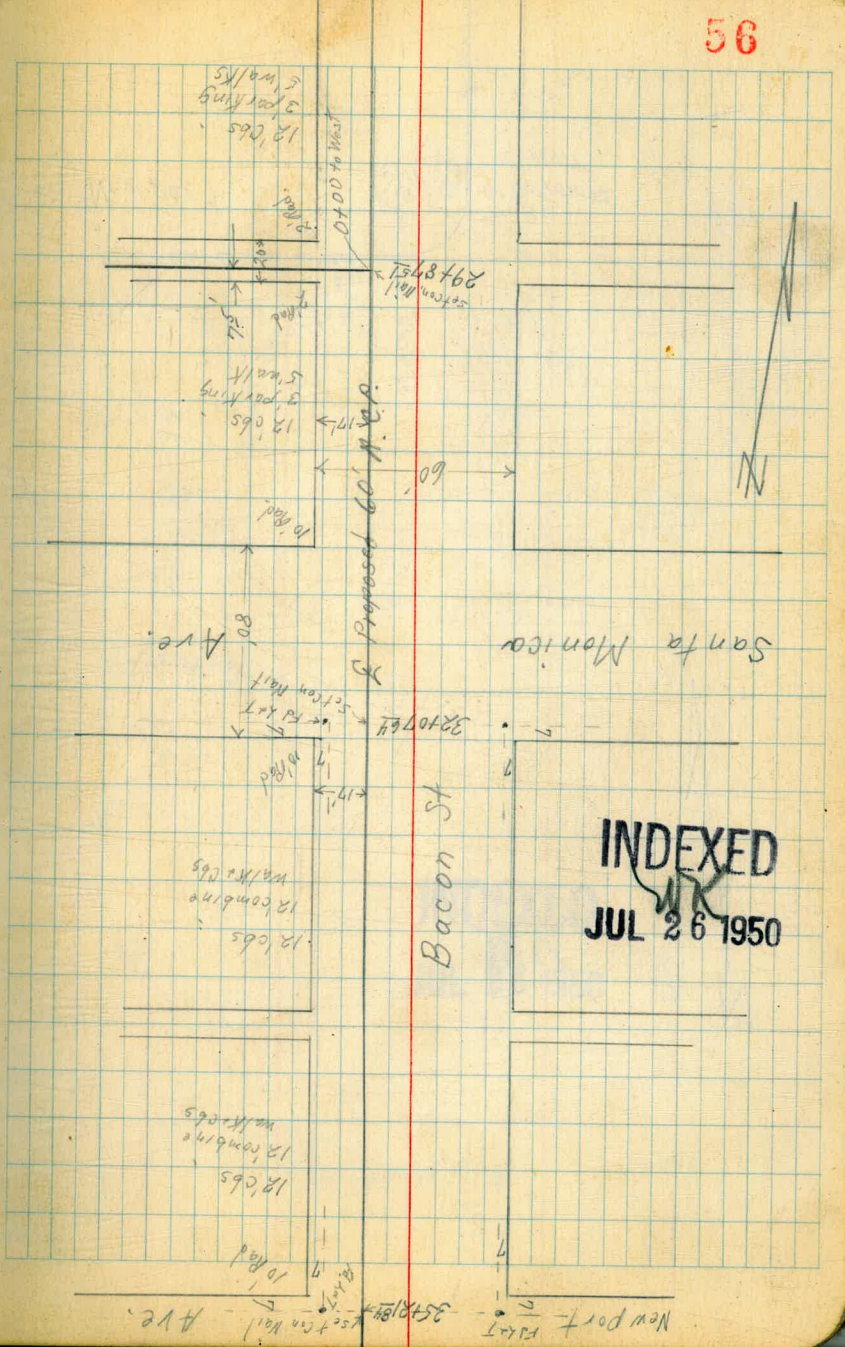
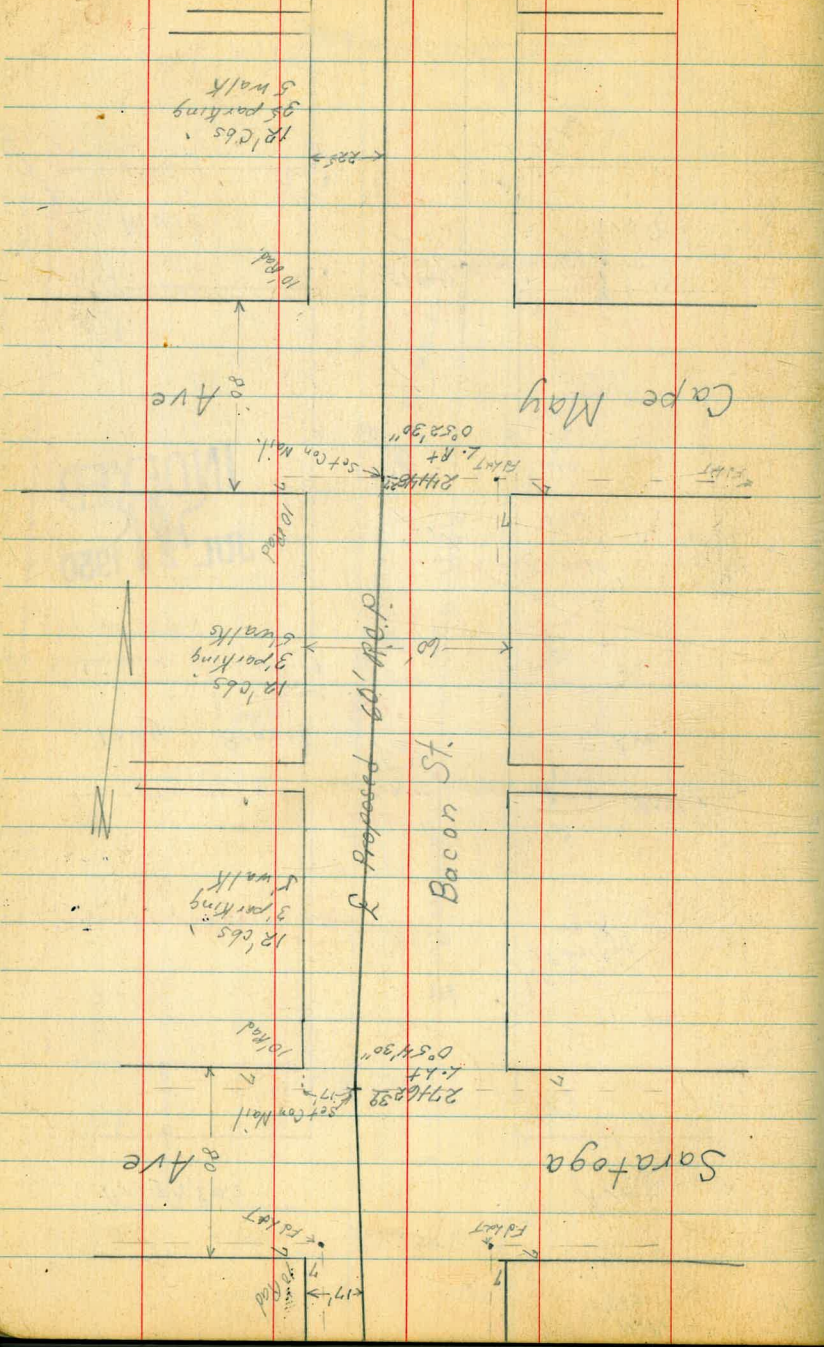


$+317 = \text{Equation } \{972.12\}$
 $\Delta: 041.14$

195 Revised Line

Mike 195

Mike 195



INDEXED
 JUL 26 1950

D. Smith
 Wm. Fay
 G. Cota
 E. Sherman

Profile Bacon

1700

0+75

0+45³⁵ Inlet 60' RCP

0+00 E 16' wide Top South levee Sta 53+30

0-35¹⁵ Outlet 60' RCP @ Sta 53+30

TP₃

TP₂ 316 466 472 150 ✓

TP 404 622 544 218 ✓

BM 515 762 247 ✓

SWER
 1/2 target
 Abbott

OK

WO# 20608
 7-21-50 58

St 60" Prop Storm Drain

Lt=East R Rt=west

^{0.1}
 48 45 45
 20 20

^{0.1}
 46 45 42
 20 20

^{0.4} ^{0.4} ^{0.5}
 43 43 42
 20 20

^{0.5} ^{0.31} ^{0.1}
 42 435 48
 20 446 20

^{0.1} ^{0.1} ^{0.5}
 37 46 42
 20 20

466 ✓

Lt=East & Rt=west

34 ¹³	35 ¹³	33 ¹⁴
20		20

34 ¹³	34 ¹³	32 ¹⁵
20		20

36 ¹¹	34 ¹³	21 ²⁰
20		20

38 ⁰¹	35 ¹²	22 ¹⁸
20		20

43 ⁰¹	44 ⁰¹	32 ⁰⁸
20		20

52 ⁰⁵	52 ⁰⁵	42 ⁰¹
20		20

43 ⁰¹	45 ⁰²	50 ⁰³
20		20

36 ¹¹	32 ¹⁵	33 ¹⁴
20		20

40 ⁰¹	35 ¹²	35 ¹⁴
20		20

466 ↓

3+25

3+00

2+75

2+50

2+25

2+00

1+75

1+50

1+25

59

Lt=East & Rt=West

5+22⁷⁵ E.C.

5+00

4+88²⁶ Mid Pt.

4+55⁴⁶ BC Pt

4+25

4+00

TP.

3+75

3+45 Begin dirt fill over sand

6.52 ^{5.51}	6.82 ^{5.01}	7.04 ^{4.75}
20		20

7.18
Edge of
Black top drive for Kenneth

8.1 ^{3.8}	8.2 ^{3.7}	8.3 ^{3.6}
20		20

9.1 ^{2.4}	9.1 ^{2.1}	8.9 ^{3.0}
20		20

9.5 ^{2.4}	9.4 ^{2.5}	9.4 ^{2.5}
20		20

10.2 ^{1.7}	9.75 ^{2.14}	9.5 ^{2.1}
20		20

2.52 2.14

3.4 ^{1.3}	3.2 ^{1.5}	2.6 ^{2.1}
20		20

3.2 ^{1.1}	3.3 ^{1.5}	3.3 ^{1.5}
20		20

4.66

LT East E RT-west

7725 5⁴⁸ 6¹⁴ 5²⁰ 6¹⁹

7700 5²¹ 6¹⁸ 5³⁴ 6⁰⁵ 5³⁴ 6⁵⁵

6784 BC NW Return Bacon + west Point Loma 5²⁹ 6¹⁰ 5³⁹ 6¹⁴ 5⁴⁸

6750 approx E west Point Loma 5⁵⁶ 6³³ 5⁵⁷ 6³⁴ 5⁵³ 6⁰⁶

6721 East Cb line west Point Loma 5⁷¹ 6³³ 5⁵⁴ 6³⁸

6700 5²⁸ 6¹¹ 5⁵¹ 6⁰⁸ 6¹⁸ 5²⁷

5775 5⁸⁷ 6⁰² 5⁷⁴ 6¹⁵ 5⁴³ 6⁴⁶

5750 5⁵⁷ 6³² 5²⁴ 6⁰⁰ 5⁰⁰ 6³⁸

1189 ✓

RT-west 60

TP. 564 1421 332 857
 7726 BCNW RT Lotus + 390 446 394 1253 10.55
 2.79 2.7 2.43 2.95
 7 out 7 out 7 out
 21.9 out 21.9 out 21.9 out

9700 411 484 725

8175 438 484 705

8150 442 489 435 700 704

8125 464 515 674

8100 483 521 668

7175 503 548 674

750 521 533 503 636 686

1189 ✓

RT West

11725
8.16 8.16 8.31
5.46 5.25 5.40
7 sat 7

11700
8.17 8.19 8.40
5.54 6.02 5.53
7 sat 8

10775
8.15 8.13 8.40
5.55 6.08 5.61
7 sat 8

10750
8.19 8.12
5.62 6.09
7 sat drive

10725
8.17 8.11 8.07
5.64 6.14 5.66
7 sat 8

1070
8.17 8.01
5.20 6.20
7 sat drive

9771 BC SW Bot Lotus Bacon
8.14 7.98 8.03
5.25 6.33 5.68
7 sat 8

9750
8.31
5.20 6.57
7

1421 ✓

RT West

61

13700
8.18 8.15 8.17
5.63 6.06 5.54
7 sat 8

12769 BC SW Valtaire
8.17 8.31 8.00
5.43 5.84 5.91
7 sat 8

12750
9.02 8.08
5.19 5.33
7

12725
9.11 9.08
5.00 5.13
7

117925 BC NW Valtaire Bacon
8.00 8.14 8.09
5.41 5.27 5.22
7 sat 8

117895 5' x 2' grate 2 1/2 x 2 1/2
8.12 10.49
5.25 14.20
7 sat grate FK

11775
9.00 8.36 8.19
5.21 5.85 5.22
7 sat 8

11750
8.29 8.31 8.07
5.42 5.84 5.34
7 sat 8

1421 ✓

RT = West

TP 3⁸¹ 10⁷² 730 6.91 SWBP Muir & Bacon

14785' BC NW Muir & Bacon 6.98-7.23 7.35 6.86
 7.35 6.94 7.27 6.86
 7.51 7.09 7.45 6.20 7.12 6.56
 7.71 7.45 7.81 6.50 6.26 6.70
 7.90 7.45 7.92 6.31 6.28 6.25
 8.14 7.66 6.02 6.55
 8.36 7.82 5.26 6.25
 8.44 8.00 8.50 5.27 6.21 5.71

14721 ↓

RT = West 62

16725	6.28 4.44	5.84 4.88	6.54 4.18
16700	6.36 4.36	5.92 4.26	6.40 4.12
15775	6.48 4.24	6.04 4.68	6.76 3.97
15750	6.58 4.14	6.09 4.63	6.84 3.92
15737	5.14 & 2.5 x 2.5 9.26		6.09 4.63
15735 ⁸⁷	BC SW Muir & Bacon		6.90 4.25
15728 ⁸⁷	L.L.T		6.73 3.92
15700	7.01 3.21	6.70 3.92	

10 72 ↓

TP 4⁴⁰ 10³⁰ 4⁸² 5²⁰ RT=West
 NW 9' x 7' Bacon + Long Branch
 5³³ 4⁵⁷ 5³⁵
 18701 BC SW Long Branch + Bacon 5³² 6¹⁸ 5³⁷
 125 124
 347 06

17794⁰⁰ L-RT 14' RT 22 x 23 grates 5⁴⁰ 4⁴¹ 1¹⁹
 5³² 6³¹ 9⁵³
 14 FH
 grates

17775 5⁶⁰
 5¹² 5⁶⁵ 5⁰²
 12

17750 BC NW Long Branch + Bacon 5¹⁹ 5³¹ 5⁵⁷
 4⁹³ 5⁴¹ 4⁸⁵
 112 111
 347 06

17725 5²⁶ 5⁴¹ 5⁵⁹
 4⁷² 5³¹ 4²³
 112 112
 347 06

17700 6⁰⁶ 5⁵⁰ 6¹²
 4⁶⁶ 5²² 4⁶⁰
 105 105
 347 06

16775 6¹⁰ 5⁴¹ 6²⁷
 4⁶² 5¹¹ 4³⁵
 100 100
 347 06

16750 6¹⁷ 5⁷⁷ 6⁴²
 4⁵⁵ 4⁹⁵ 4³⁰
 347 34

10721

Lt-East 5 RT=west 63

19750 4⁶⁸ 4⁰² 4⁵⁴
 5⁶² 6²⁸ 5⁶⁶
 125 125
 347 06

19725 4⁸⁷ 4⁰⁹ 4⁷⁶
 5⁴⁸ 6²¹ 5⁵⁴
 125 125
 347 06

long Branch Brighton
 Cross Sewer Between RT & Sewer MH 10:30 2:57
 19709 75 RT & Sewer MH 000 723
 112 FH 578 338
 338 338

See Page 73 for Sewer
 4⁵² 1⁹⁷
 5⁷⁸ 12²⁷
 Rim FH
 75 75

19700 4⁵² 4²⁵ 4⁵⁷
 5³⁸ 6⁰⁵ 5⁴³
 125 125
 347 06

18775 4⁹⁴ 4³⁵ 5⁰³
 5³¹ 5²⁵ 5²⁷
 125 125
 347 06

18750 5¹⁰ 4⁴⁰ 5¹³
 5²⁰ 5²⁰ 5¹⁷
 125 125
 347 06

18725 5²¹ 4⁴³ 5²³
 5⁰⁹ 5⁵⁷ 5⁰⁷
 125 125
 347 06

10³⁰

Rts west

TP 5²⁵ 10²¹ 5³⁴ 4²⁶ SW 1/4 27 Brighton & Bacon

21400 4²⁴ 4⁴⁰ 5¹⁵ 5⁴⁶ 5⁹⁰ 5²⁵ 10⁵ 10⁵ Sat CB

20774 BC SW Brighton & Bacon 4⁷⁴ 4²⁵ 4⁹¹ 5⁵⁶ 5⁹⁵ 5³⁹ 10⁵ 10⁵ Sat CB

20750 4⁵⁸ 3⁹⁵ 5⁷² 6³⁵ 12

20723 13° N + E 2' x 2 1/2' grate 4⁴⁵ 3³⁸ 5²⁸ 6²² 8³⁰ 2⁰⁰ 13 Sat FL

20716 BC NW Brighton & Bacon 4⁴³ 3⁷⁵ 4³⁹ 5⁸⁷ 6⁵⁵ 5⁹¹ 12⁵ 12⁵ Sat CB

20700 4⁴⁶ 3⁸⁵ 4⁴⁵ 5⁸⁴ 6⁴⁵ 5⁵⁵ 12⁵ 12⁵ Sat CB

19775 4⁶² 3⁹⁵ 4⁵² 5⁶⁸ 6³⁵ 5⁷⁸ 12⁵ 12⁵ Sat CB

10 30 ✓

Lt-East

Rt-West

64

23400 5⁷⁶ 5²¹ 5⁵⁵ 5¹⁵ 5⁷⁰ 5³⁴ 10⁵ 10⁵ Sat CB

22775 5⁶⁴ 5⁰⁶ 5⁵⁸ 5²⁷ 5⁰⁵ 5⁵³ 10⁵ 10⁵ Sat CB

22750 5⁵² 4⁹³ 5¹⁸ 5³⁹ 5⁹⁸ 5⁷³ 10⁵ 10⁵ Sat CB

22725 175 Brighton & Bacon 308 308 301 301 5⁴⁰ 5⁰⁴ 10⁵ 10⁵ Sat FL

22700 5²⁶ 4⁸¹ 5⁵⁵ 5⁶⁵ 6¹⁰ 5³⁶ 10⁵ 10⁵ Sat CB

21775 5¹³ 4⁶⁷ 4⁷⁷ 5²⁸ 6²⁴ 5⁹⁴ 10⁵ 10⁵ Sat CB

21750 5⁰⁴ 4⁵⁸ 5⁵⁵ 5⁸⁷ 6³³ 5⁵⁵ 5³² 10⁵ 10⁵ Sat CB

21725 4⁹³ 4⁵⁶ 5⁹⁸ 6³⁵ 5⁵⁵ 5³² 10⁵ 10⁵ Sat CB

10 91 ✓

TP. 606 1307 390 701 SE744T
 Cape May + Bacon
 24445 BC SW Cape May + Bacon
 24437 12^s RT 2^s RT 2^s RT grate inlet
 24425
 24400
 23785 BC NW Cape May + Bacon
 23775
 23750
 23725
 1091

6.46	5.71	6.4
445	523	450
105	102	08
947	08	
5.5	2.21	
540	870	
102	FL	
946		
6.36	5.11	
455	500	
	11	
6.23	5.67	
468	524	
	11	
6.11	5.72	6.02
480	512	485
105	105	05
947	05	
6.08	5.63	6.05
483	528	486
105	102	06
947	06	
5.97	5.47	5.90
494	544	501
105	105	06
947	06	
5.86	5.31	5.72
505	560	512
105	105	06
947	06	

RT = West 65
 26425
 26400
 25775
 25450
 25725
 25400
 24775
 24482 L. RT
 1307

6.91	6.56	7.02
616	651	605
74	74	05
947	05	
6.88	6.48	
619	659	
78	74	
947	05	
6.80	6.31	6.95
627	620	622
84	84	06
947	06	
6.72	6.30	6.77
635	627	630
85	85	08
947	08	
6.66	6.22	6.72
641	635	633
90	90	06
947	06	
6.61	6.11	6.61
646	696	646
91	94	05
947	05	
6.51	6.10	6.51
656	697	654
92	92	06
947	06	
6.47		
650		

RT = West

28100

7.47
560
7.35
572

27464 BC NW, Saratoga & Bacon

7.18
589
6.82
621
7.34
575

27462³⁹ L. Pt Lt.

7.16
591

27450

7.12
595
6.83
624
7.30
577

27425

7.07
600
6.80
637
7.30
577

27400

7.04
603
6.70
637
7.22
585

26475

6.96
611
6.59
648
7.16
591

26450

6.93
614
6.56
651
7.15
592

1307

66

TP 7³³

15²⁵

515

792

29487⁵¹
0400 West
No. 1

29487⁵¹ = 0400 West

7.12
515

29475

7.03
524
7.12
545

29450

7.06
531
7.46
561
7.07
560

29425

7.08
539
7.44
565
7.02
565

29400

7.04
543
7.34
573
7.03
574

28475

7.53
554
7.27
580
7.25
532

28450

7.44
563
7.14
583
7.01
586

28425 B.C. SW Saratoga Bacon

7.40
567
7.22
585
7.22
585

1307

RT = West

31750

674 ^{8:57} 676 ^{8:29}
5

31737 BC, NW Santa Monica ^{Bacon}

672 ^{8:53} 673 ^{8:34} 674 ^{8:51}
3 5
24 26

31725

671 ^{8:34} 714 ^{8:11} 667 ^{8:57}
5 5
24 26

31700

699 ^{8:22} 723 ^{8:02} 674 ^{8:51}
5 5
24 26

30775

710 ^{8:15} 732 ^{7:52} 683 ^{8:42}
5 5
24 26

30750

715 ^{8:10} 738 ^{7:57} 693 ^{8:22}
3 5
24 26

30725

723 ^{8:02} 745 ^{7:40} 692 ^{8:28}
5 5
24 26

30700

731 ^{7:54} 753 ^{7:24} 715 ^{8:10}
5 5
24 26

15-25 ✓

RT = West 67

33725

590 ^{9:35} 620 ^{9:05} 577 ^{9:48}
5 5
24 26

33700

600 ^{9:25} 633 ^{8:54} 587 ^{9:38}
5 5
24 26

32775

615 ^{9:10} 643 ^{8:42}
5 5
24 26

32750

623 ^{9:02} 660 ^{8:55} 615 ^{9:10}
5 5
24 26

32725

641 ^{8:58} 670 ^{8:55} 624 ^{9:01}
5 5
24 26

32710 BC, SW Santa Monica ^{Bacon}

653 ^{8:52} 626 ^{8:49} 622 ^{9:03}
5 5
24 26

32700

658 ^{8:53} 681 ^{8:44}
5 5

31775

660 ^{8:55} 671 ^{8:54}
5 5

15-25 ✓

Rt = West

35700

10.45 9.97 10.24
519 557 530
5 5
247 26

34775

10.28 9.85 10.20
536 529 539
5 5
247 26

34750

10.06 9.74 10.11
558 529 553
5 5
247 26

TP

555

1564

516

1009

34725

9.90 9.58 9.93
535 567 532
5 5
247 26

34700

9.76 9.43 9.84
550 582 541
5 5
247 26

33775

9.64 9.42 9.77
561 583 548
5 5
247 26

33750

9.51 9.23 9.56
573 602 565
5 5
247 26

15251

Lt = East
North

BM.

+ht 2' parallels ab
2x2 5' SW Newport Bacon
Inlet grate center Net
cb opening 122

3671103 Bacon
East Prop

+ht 2' parallels ab
36700 5' RT E R x2 1/2 grate
cb opening 122

3579036 IC

35747307 Mid Pt

3575578 BC Lt

35730

35716 BC NW Bacon
Newport

1564

South
Rt = West 68 NE BP

10.56 10.96 10.96
465 E1 10.96
528 664 9.00
Top Grate Fk. E1 HPS Newport

11.26 11.17 11.85
438 447 379

11.26 10.91 9.29
438 473 635
5 Grate Fk.

11.44 11.40 11.49
420 434 450

11.44 11.42 11.37
420 422 427

11.34 11.29 11.24
430 435 440

10.70 10.39
494 525

10.46 10.06 10.39
518 538 525
5 5
247 26

Profiles for Storm Drain
 L=South & R=North

Note Con Retaining wall along Northerly of Alley

TP	3 ³⁴	21 ⁹⁷	0 ³²	18 ⁶³	
1400			18.6 03 25	18.4 05 75	18.3 06 5
				18.4 05 5	14.5 44 125
0665			9.4 92 25	13.6 54 75	14.4 45 125
					5.3 53 125
0132			10.84 81 75	11.4 75	11.7 72 7
					10.17 82 125
0117	End AC paving Obs		8.49 10 ⁴³ 75 Obs'd	8.19 10 ²³ 75 2nd	7.87 11 ⁰⁵ 95 2nd
					8.05 10 ²⁴ 95 2nd
					8.34 10 ⁶⁰ 125 Obs'd
0705			7.74 11 ¹⁸ 75	7.64 11 ²⁴	7.69 11 ²³ 125
0700				7.92 11 ⁰⁰	
BM	11 ⁰⁰	18 ⁹²		7 ⁹²	con Nail 271113

from Page 66

up Alley & Abbott St
 L=South & R=North

69

3750	12.7 93 75	12.3 92	12.6 94 125
------	------------------	------------	-------------------

3700	13.7 83 75	14.0 80	13.8 82 125
------	------------------	------------	-------------------

2750	15.3 62 75	15.1 62	14.6 72 125
------	------------------	------------	-------------------

2700	17.2 48 75	17.0 50	14.93 794 125 Top wall
------	------------------	------------	---------------------------------

1775 End Shed wood 6' wide North edge is $\frac{5}{10}$ North of Line

17705 Begin Shed wood 6' wide North edge $\frac{5}{10}$ North of Line

1765	17.6 44 75	18.6 35	15.20 622 125 Top wall
------	------------------	------------	---------------------------------

1740	18.3 32 75	18.0 40	14.9 785 125 Front
------	------------------	------------	-----------------------------

2197 ✓

Lt=South E Rt=North

6477^s E Abbott

4.84 4.84 4.88
5.52 5.52 5.48
75 125

6427^s East Cb line Abbott

4.51 4.52 4.57
5.85 5.84 5.79
75 125

6417^s Edge AC, and Cb ends

5.36 5.17 4.73 5.18 5.34
5.00 5.19 5.63 5.18 5.02
75 75 125 125
cb end 947 cb end

6400

6.2 5.8 5.7
4.2 4.1 4.1
75 125

5450

7.0 7.4 7.6
3.4 3.0 2.8
75 125

5400

9.7 9.5 9.2
0.2 0.2 1.2
75 125

TP_v

OL_b

10 36

11 27

10 20

4450

10.2 10.2 10.3
11.8 11.8 11.4
75 125

4400

11.7 11.3 11.1
10.3 10.2 10.2
75 125

2197 ✓

Lt=East ^{3.66} South ^{4.32} E ^{4.48} Rt=West North ^{4.48} 70

8400

6.20 6.04 5.88 5.88
5.44 5.46 5.44 5.44

7190.3 Lt & water Meter Vault 2' x 2'

7450

3.79 4.41 4.05 4.44
6.42 5.21 5.81 5.95
5 5 5 5
947 66

7120 3 1/2' Lt & water Meter

7400

3.88 4.48 4.65 4.79
6.48 5.88 5.21 5.52
5 5 5 5
947 66

6484 = 3 1/2' Lt & water Meter Box

6482. 3' Lt & 12" Power Box PH 1974

6480 South Alley

4.04 4.45 4.44 4.67 4.86
6.22 5.81 5.22 5.29 5.50
5 5 5 5 5
947 66 947 66

6472 1/2' Lt

6.20 4.12

6467 1/4' Wcb line Abbott

4.04 4.07 4.08
6.22 6.29 6.28
75 125

1036 ✓

LT East & RT West

9430 End Can walk
 4.16 4.17 4.70 4.7
 528 523 524 52
 5 5 5
 941 06

9405 3¹/₂ LT 15" power Pole # P1948

9401 3¹/₂ LT water Meter

9400
 4.17 4.69 4.84 4.86
 582 525 520 508
 5 5 5
 947.06

8499 3¹/₂ LT lamp Post # 5302

8490² 5 Cb Santa Monica
 4.03 4.63 3.97 4.60 3.91 4.14
 521 521 527 524 603 520
 5 5 947 06 947 06 06

8458 2 Santa Monica
 4.44 4.40 4.37
 550 554 557
 5 5

8425² NCB Santa Monica
 3.56 4.24 4.23 3.52 4.19 3.50
 638 520 521 638 522 644
 5 5 5 947 5 947

TP 556 994 528 438

8420 3 LT lamp Post # 5304

1026

BM

LT East

4.55 6.43

NEBR Abbott 650

RT West

71 New post

TP 533 1098 429 565
 121373 taken on walk 5.9 5.70 5.61
 sea wall 4.25 4.24 4.33
 5 5 5

12100 5.05 5.4 5.4 5.4
 4.88 4.3 4.3 4.5
 5 4 5

11450 4.74 5.1 5.2 5.0
 520 4.8 4.2 4.2
 5 4 5

11400 4.70 5.1 5.1 4.9
 524 4.8 4.8 5.0
 5 4 5

10458 3¹/₂ LT 12" power Pole # JP1924

10450 4.60 5.1 5.1 5.1
 534 4.8 4.8 4.8
 5 4 5

10400 4.47 4.8 4.8 4.8
 524 5.2 5.2 5.2
 5 4 5

9450 End Cb on Lt 4.27 4.70 4.6 4.6
 562 524 53 54
 5 5 5
 947 06

Notes Redund.

994

D. Smith
Wm Fay
E Sherman
F. Bunch

Added Notes to Bacon St

SE cb inlet Bacon + Voltaire
127 59 62' LT & 2' x 2' grate inlet which
is E of a 6' opening in Cb. 505 755
grate FL.

NE grate inlet Bacon + Voltaire
127 02 35' LT & 2' x 2' grate inlet
(No cb inlet but is E of return) 605 806
grate FL

NW grate inlet at Bacon + Voltaire
117 89 5' RT & 2' x 2' grate inlet
no cb inlet 615 1010
grate FL

BM 604 1461 857 SW 7' LT
Lotus Bacon

inlet @ NW Bacon + Lotus
9726 5' RT & 2' x 2' grate inlet
(no cb inlet) 2127 973
grate FL (page 60)

MH at 6760 9295 LT 661 105
rim 501 1357
F.L.

BM 655 1162 507 EN of EC 5722

Storm Drain

8-25-50 72
wo# 20608

SW Long Branch + Bacon grate inlet
17494 14' RT & 2' x 2' grate inlet
(No cb inlet but is E of return) 414 1119
grate FL (page 62)

SW Bacon + Muir grate inlet
15737 5' RT & 2' x 2' grate inlet
no cb inlet 622 1166
grate FL

SE Bacon + Muir grate inlet
15728 34' LT & 2' x 2' grate inlet
No cb inlet but is E of return 620 1113
grate FL

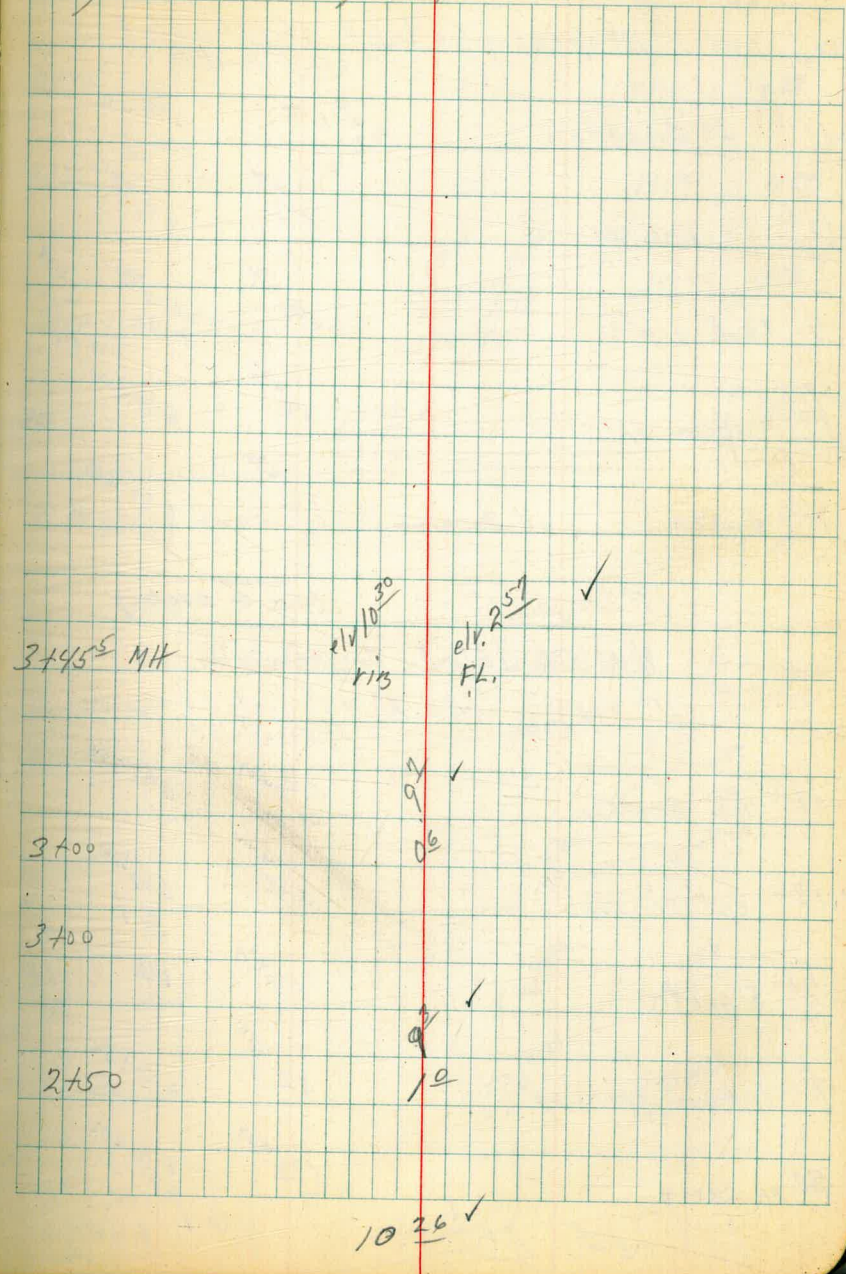
BM 565 1256 621 SW BP Muir
Bacon St

Ground Profile Sewer Between Long Branch + Brighton

2700	99	13
1750	81	23
1700	81	33
1100		
0745	76	41
0735	463	571
	563	489
	574	1223
	594	1223

↑ Easterly
0700 = MH 75' RT of Base Line Sta 19409

530
1026
496
SW 7' Lat
Bacon + Brighton



1026 ✓

NE Return Brighton + Bacon ^{15⁸ Length}

11⁸ opening Cb Inlet 2⁵ x 3⁵ grate & opening
3⁵ parallels Cb

15⁸ EC Brighton

4.91 5.20 6.02 4.11
cb gut

12⁵ to End opening

4.54 5.19 6.10 4.01

7' to E grate

4.91 5.20 6.20 3.91 2.48
grate FL

1' to begin opening

4.85 5.26 6.09 4.02

BC, Bacon

4.82 5.27 6.03 4.08
cb gut

19⁸ Length Return

(See G-275/26)

NW Cb Inlet Brighton + Bacon

11⁸ opening in Cb 2⁵ x 3⁵ grate & opening
3⁵ parallels Cb

19⁸ EC Brighton

4.39 5.22 6.27 3.84
cb gut

13⁸ end opening

4.42 5.62 6.63 3.48
200' ↓

7⁵ E grate

4.39 5.72 6.73 3.28
grate FL

2' to begin opening

4.40 5.71 6.55 3.56

BC on Bacon

4.39 5.72 6.36 3.75
cb gut

5.15 10.4 ↓

4.96 1. Brighton + Bacon

Sewer Between Cape May + Brighton
Ground Profile Paro Alley

74 8.78
2.46

6+45

5.83 5.41

2+00 3.30 7.94

6+35 East gutter Bacon

6.16 5.08

1+50 4.14 7.10

0+00 = MH 7⁵ AT / 5⁶ R2 + 2⁵ S⁵

6.29 11.72
rim FL

1+00 4.28 6.24

BM 6.28

11.34 ↓

4.96 5¹/₂ ft from Brighton

E Brighton on East gutter line Bacon

5.85 4.16

SE Return Bacon + Brighton

15⁸ Length
(3 parts 5⁸)

EC, Brighton

4.87 5.24 5.74
cb gut 4.37

2/3

4.82 5.32 4.41
5.20

1/3

4.86 5.35 4.43
5.68

BC, Bacon

4.89 5.22 5.23 4.38
cb gut

10.4 ↓

SE Return Saratoga + Bacon
(16' length 3 parts 33 eq)

EC Saratoga East gutter line Bacon 568 7.31

8" 11
EC Saratoga 488 552 7.42
06 947

8.06
2/3 493 555 7.44

8.05
1/3 494 557 7.42

8.04
BC, Bacon 495 557 7.44
06 947

NE Return Saratoga + Bacon
(16' length 3 parts 33 eq)

EC, Saratoga 520 7.89 556 7.43
06 947

7.93
2/3 506 553 7.46

7.85
1/3 504 568 7.31

7.89
BC, Bacon 516 574 7.25
06 947

507 12 99 ✓

7 98 ✓ Nail Sta.
29-1875L
0 000 west

NE Return Newport + Bacon

75

10.94 10.53
EC, Newport 507 548
06 947

10.93 10.58
2/3 508 543

10.97 10.49
1/3 509 552

10.88 10.37
BC, Bacon 513 564
06 947

BM 505 16 01 ✓ 1026 ✓ NEBP Newport Bacon

NE Return Santa Monica + Bacon
(16' length 3 parts 33 eq)

9.21 8.63
EC, Santa Monica 489 545
06 947

9.24 8.73
2/3 486 537

9.26 8.63
1/3 484 547

9.26 8.56
BC, Bacon 484 554
06 947

6 18 14 10 ✓

7 92 ✓ Nail @ Sta.
29-875L

Sketch on last page (back) of
 Proposed Storm Drain Alley BLK
 Paved concrete

2750	8.00	3.58
2700	8.32	3.26
1750	8.57	2.91
1700	8.97	2.61
0750	9.29	2.29
0717 W Prop. Bacon	9.44	2.14
0705 W C6 line Bacon	9.32	2.26
0700 = 33+6474 on Bacon ST E Alley = 17' line	9.61	1.97
BM	5.15	11.58
		6.43

NEOP Newport
 Abbott
 page 271

73 Ocean Beach also N2S on Abbott 76

TP	3.96	10.33	5.15	6.43
6717 ²⁹ E Prop Abbott			5.48	6.10
6700			5.64	5.94
5750			5.59	5.59
5700			6.36	5.22
4750			6.63	4.95
4700			6.89	4.69
3750			7.27	4.31
3700			7.63	3.95
				11.58

8439² Sea Wall base sidewalk

8
5.11
462

8416⁰³ Mob line Newport extended

5.59
474

8400

5.6
47

7750

5.2
57

7700

5.1
52

6497⁴¹ EC Southerly

5.1
576

6474³⁷

4.67
566

6451³³

5.54
422

24 BC South to Newport
6428²⁹ Wly Junction Box

5.18
515

10 33 ✓

24 = West 8

24 = East 777

TP

489

952 ✓

563

420

8400

4.83 4.67 4.09
550 566 624 564 534 533
5 5
06 347 15 25 85
8 Abbott

7750

4.6
52

7700

4.93
540

6497⁴¹ EC Northerly

4.93
540
576

6474³⁷

4.56
577

6451³³

5.54
481

Santa Monica
24 BC North to
6428²⁹ Wly Junction Box

5.18
515

10 33 ✓

8180

8176 NW Cb Line Santa Monica
2' Rad Return

8160

8140

8120

8115 SW Cb Line Santa Monica
2' Rad Return272
6 87
100324 337
6 35 6 20
100 75

Lt = West

♀

Rt = East

78

4.0	3.8	3.95	4.13	4.31	4.31	4.27	3.63	4.20	4.39	4.37	4.24
5 5	5 5	5 24	5 46	5 25	5 28	5 32	5 96	5 99	5 21	5 22	5 37
75	50	37 5 end 100/18	25	5	5	5	5	15	25	35	45
									2		

3.09	3.21	3.61	3.35	3.98	4.22	3.55	4.24	3.63	4.13	4.29	4.21	4.29
6 52	6 38	5 92	6 24	5 61	5 37	6 04	5 35	5 96	5 46	5 30	5 32	5 30
75	47 5 94T	47 5 cbend	25	25	25	94T	4	4	15	25	35	45
							mid pt cb			2		

3.49	3.54	4.19	4.13	3.83	3.89	4.13	4.19	4.35	4.23
6 10	5 75	5 40	5 16	5 76	5 70	5 46	5 40	5 24	5 16
100	75	50	25	5	15	25	35	45	
							2		

4.90	4.63	4.43	4.52	4.69	4.72	4.84	4.91
4 29	4 96	5 16	5 07	4 90	4 87	4 75	4 68
40	25	5	15	25	35	45	
Edge				2			

3.88	3.72	4.03	3.96	4.04	4.16	4.37	4.45	4.52	4.59
6 21	5 87	5 56	5 63	5 55	5 43	5 22	5 14	5 03	5 00
100	75	50	25	5	15	25	35	45	
						2			

4.75	4.72
4 84	4 86
35	45

3.54	3.74	4.18	3.84	4.41	4.61	3.94	4.63	4.05	4.49	4.65
6 05	5 55	5 41	5 25	5 18	4 88	5 65	4 96	5 54	5 10	4 94
50	25 5 94T	25 5 94T	10	10	25	94T	4	4	15	25
		601	94T	25	25	94T	mid pt cb ret			2 1660+1

9591

BM starting:

373

6⁴³ ✓

TP

4⁴⁸

10¹⁶ ✓

391

5⁶⁸

9+00

Notes Reduced 8.29.50

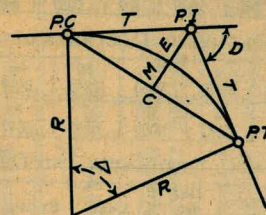
4.49	4.34	3.65	4.24	4.48	4.0	4.20
510	525	524	535	511	508	539
5	5	15	25	35	45	55
26	947					

959 ✓

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

8182

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83

CURVE FORMULAS

Radius $= R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve $= D$ and $\sin \frac{D}{2} = \frac{50}{R}$ (2)

Tangent $= T = R \tan \frac{\Delta}{2}$ (3) Length of Curve $= L = 100 \frac{\Delta}{D}$ (4)

Middle ordinate $= M = R (1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)

External $= E = T \tan \frac{\Delta}{4}$ (7) $= R + \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)

Long Chord $= C = 2 R \sin \frac{\Delta}{2}$ (10) $\Delta =$ Central Angle

EXPLANATION AND USE OF TABLES

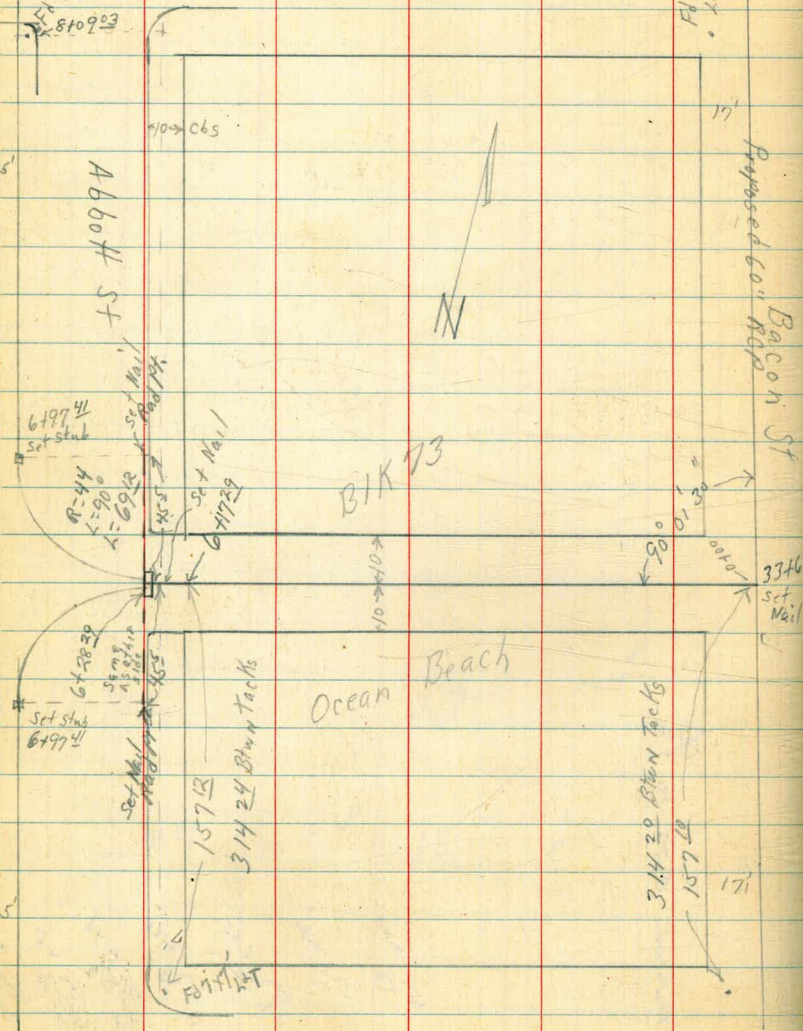
Stations.—Given P. I. = Sta. 161+60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $+8\frac{1}{2} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. $- T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. $+ L = 164 + 91.50$.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft. = 7.27 ft. Distance = $158 - \text{Sta. P. C.} = 54.50$, hence offset = $7.27 (54.50 \div 100)^2 = 2.16$ ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26) = 2.16$ ft.

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{2} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 115.27$ and from Table V correction = .10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $+42 = 5.5$ or $D = 5^\circ 30'$.

Santa Monica



Newport

L 7/4 P 4

277.04
 2.47
 279.51
 7.12
 272.39
 3.02
 275.41

2

2-99
 2-57
 1/25

DISTANCES FROM CENTER OF ROADWAY FOR
 CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
 For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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